

DRAFT

CARLSBAD RESEARCH CENTER

SPECIFIC PLAN

SP-180()

City of Carlsbad

Applicant: Carlsbad Research Center
Board of Directors

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12/16/10 DRAFT

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1 INTRODUCTION

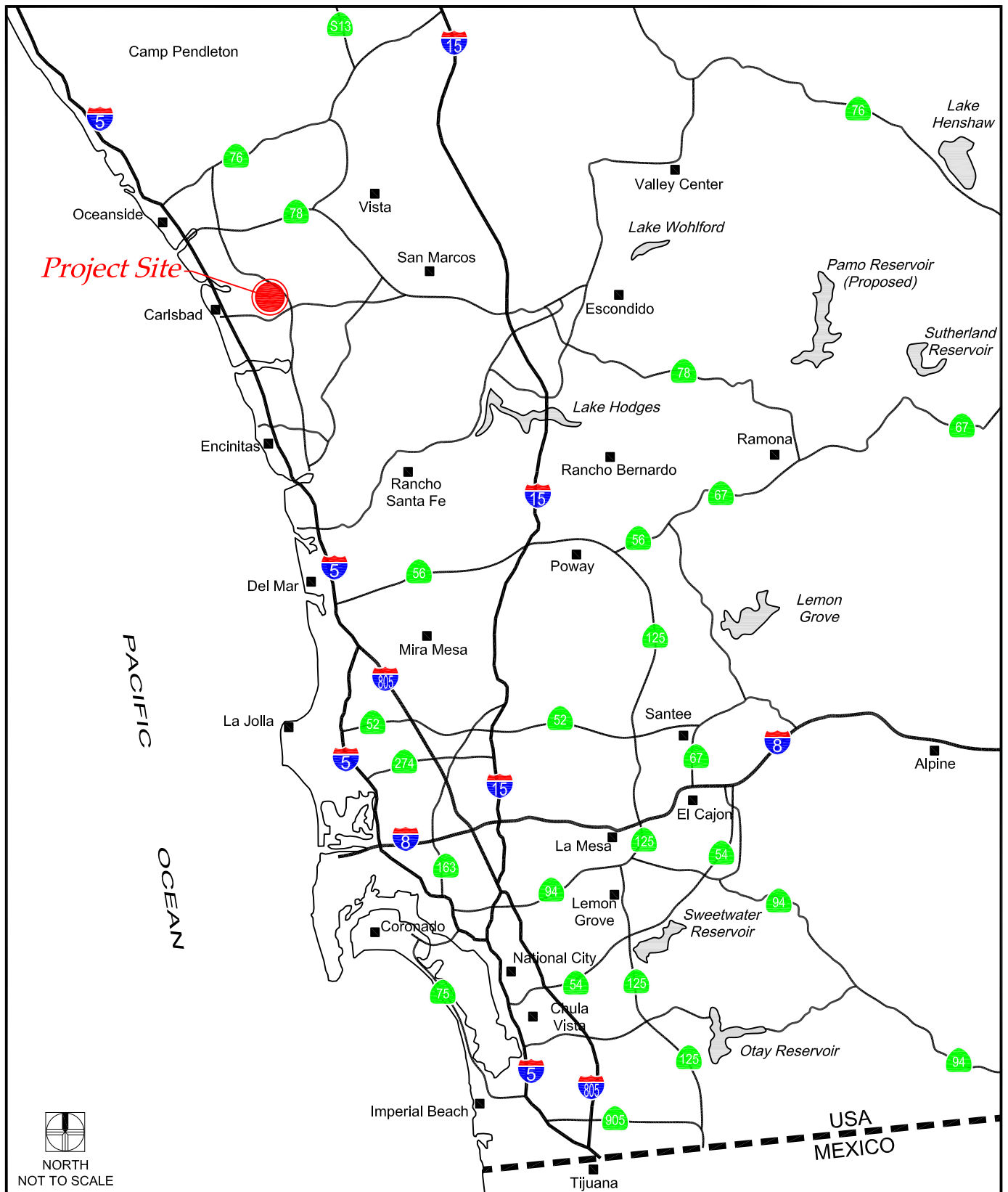
This Carlsbad Research Center ("CRC") Specific Plan (SP-180(__)) is intended to provide an extensive amendment to the existing specific plan for the CRC business park in Carlsbad. Approval of this document will provide updated, clear regulatory direction for the continuing design, development and operation of the CRC. The CRC is an existing comprehensively planned business park containing a mixture of research and development, industrial, office, commercial and open space uses, located in the city of Carlsbad, California (See *Figure 1; Regional Map*). This Specific Plan is an updated and modernized version of the original specific plan, which was approved in 1981, and has since been amended a number of times. For purposes of this document, this specific plan amendment will be referred to simply as the "specific plan".

The geographical area covered by this specific plan is approximately 549 acres in area, located in an urbanized area in the approximate center of the city of Carlsbad, approximately 2 miles inland from the Pacific Ocean. More specifically, the CRC business park is located on the north side of the McClellan-Palomar Airport, west of El Camino Real, and bisected by Faraday Avenue and College Boulevard. Please see *Figure 2; Location Map*. As of 2010 the CRC business park is approximately 95% built-out. Please refer to the recent aerial photograph of the CRC; shown on *Figure 3; Aerial Photograph*.

The original specific plan regulated the initial subdivision, infrastructure construction, and development of the vast majority of the 131 lots (153 including PUD parcels and condominium offices) within the park. This present specific plan will replace all earlier approved versions of the specific plan, and will serve as the ongoing regulatory zoning plan for the CRC. This document serves to provide the regulatory framework for the remaining 5% unbuilt portion of the park, and any re-development of lots, or changes in use that is proposed in the future.

1.1 Purpose of Specific Plan

The CRC Specific Plan is intended to ensure a continuance of the program of responsible business park development through strict design regulations and development guidelines based on a comprehensive land use planning approach. This document is intended to implement the provisions of the City of Carlsbad General Plan and to supplement the provisions of the Carlsbad Zoning Ordinance. Further, the purpose of this specific plan is to address specific land use and operational issues that have arisen which, if not addressed, have the potential to contribute to a reduction in the overall quality, prestige and value of the park. Through this specific plan, the objectives of the CRC Owner's Association to maintain the high quality of development and re-development in the CRC park will be supported by the regulatory document governing land use matters over the park.



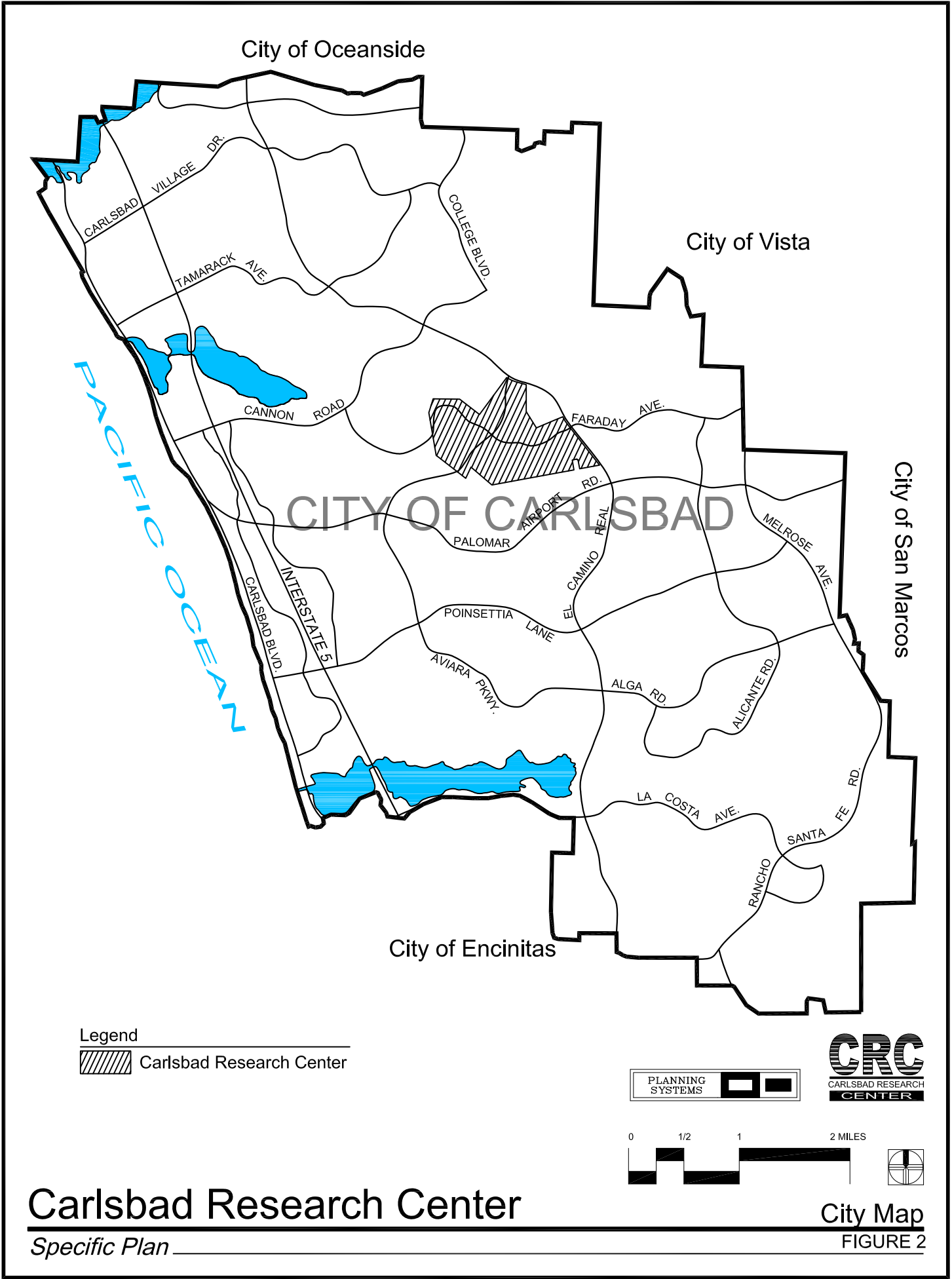
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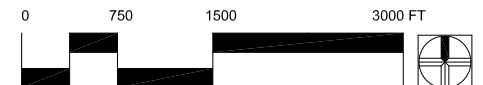
Specific Plan _____



Regional Location Map

FIGURE 1





Carlsbad Research Center

Specific Plan

Aerial Map
FIGURE 3

The CRC business park contains planned industrial lots of a variety of sizes. The park is a unique resource in which corporate headquarters and major office and research facilities are accommodated in an efficient and aesthetically-pleasing setting. The park's intrinsic location value is its proximity to the southern California Pacific coast, convenient proximity to McClellan-Palomar Airport, proximity to Interstate 5, and relatively short distance to the large urban areas of both San Diego and Los Angeles. In general, the CRC's business-centric attributes create an ideal atmosphere for high-end corporate-oriented uses. The CRC real estate market has reflected this factor of the last 25 years.

The CRC business park features high-end design elements and themes which allow it to stand out from other similar land uses in the coastal southern California area. These elements include high-tech building designs, extensive landscaping along major roadways, widespread parking lot landscaping and efficient and attractive park design. Broad setback requirements, upgraded building materials, and restrictive sign controls further serve to create an aesthetically pleasing business park environment. Through implementation of this specific plan, special design standards are applied to areas along arterial roadways, at entryways, and at the commercial center hub of the park.

The industrial business park sites within CRC are also complemented by public uses and commercial support facilities. Public uses, including the public Zone 5 ballfield park (of which only the first phase has been completed), a series of eight passive mini-parks, and a passive man-made lake area are all accessed by an efficient roadway system, with bicycle lanes and pedestrian sidewalks. In addition, individual lot owners are encouraged to provide on-site private recreational facilities for employees. The steeper hillside areas are preserved as natural open space for biological habitat conservation. CRC also features a retail commercial area in which commercial services such as printing, photography and food service support the main park users.

As mentioned, at the time of this specific plan amendment (2010), the CRC is 95% developed. For the most part, the development which has occurred within CRC has set and maintained high standards. Exceptions and conflicts exist however, which are anticipated to be resolved through the policies adopted with this specific plan. It is anticipated that adoption of this specific plan will result in greater consistency in application of the standards. Adoption of the standards articulated in this specific plan will re-emphasize the high and discriminating standards of the park, and thus reduce the potential for incremental erosion of the standards by small "exceptions" or variances, the cumulative effect of which can be a long term reduction in the CRC image.

1.2 Objectives of the Specific Plan

The following listed objectives provide the framework upon which this specific plan is based. These objectives are intended to ensure the functionality, economic viability, environmental sensitivity and positive aesthetic contribution of the specific plan. The project will;

- Continue the program of responsible and aesthetically-pleasing, high-end business park development.
- Continue to provide a location for high-end technological businesses and corporate headquarters owners and employees.

- Provide a regulatory document, enforced by the City of Carlsbad that resolves existing identified land use issues relating to re-development of CRC lots.
- Continue to provide employee amenities and support services and facilities that serve to attract quality businesses and industries who wish to locate within an attractive and upscale working environment.
- Continue to provide aesthetic consistency and high quality of design and materials throughout the specific plan area, which provides a continuity of design and a sense of identity within the specific plan area.
- Continue to provide a cohesive and well-planned area which successfully addresses the needs of the businesses within it and which successfully addresses the needs of the employees of these businesses.

1.3 Project Location

The CRC area encompasses approximately 549 acres of primarily developed land, located near the geographic center of the city of Carlsbad. This area is part of the McClellan-Palomar Airport land use influence area. The CRC is surrounded by residential land uses on the north, industrial and business park uses across El Camino Real to the east, the Crossroads at Carlsbad public golf course, future Veteran's Memorial Park and related open spaces on the west, and McClellan-Palomar Airport on the south. The CRC is located within the City of Carlsbad Local Facilities Management Plan (LFMP) Zone 5.

Vehicular access within the CRC business park is provided by a hierarchy of circulation roadways. Two arterial roadways bisect the CRC in both north-south and east-west directions and intersect at the approximate center of the park. These arterials (College Boulevard and Faraday Avenue) connect with the secondary collector roadways, which, in turn, provide internal access to the several local streets (including cul-de-sacs), within the park. The existing business park lots within the CRC all front on streets which make up this hierarchy of roadways.

The CRC project was originally approved by the City of Carlsbad in 1981, and construction in the CRC began soon thereafter. Development of lots within the park has taken place over the years since this time, and continues at present. The existing development consists primarily of planned industrial manufacturing facilities and office buildings of varying sizes. The existing development establishes precedent for the look and pattern of use in the CRC. It is the goal of this specific plan to ensure that new development or alteration of existing facilities is constructed in a manner compatible with, and not degrading of, the existing aesthetic character of the CRC.

1.3.1 Relationship to City Center, Airport, Municipal Golf Course, etc.

Carlsbad Research Center is located generally in the geographic center of the city of Carlsbad, directly north of McClellan-Palomar Airport. The airport is owned by the County of San Diego and administered by the San Diego County Airport Authority. The southern property boundary of the Specific Plan abuts the northern boundary of the airport. The proximity of the airport which supports a variety of charter and regional airline services is considered a valuable asset to the businesses in the park and allows convenient access to the park from anywhere in the world through connections with other airports.

The Crossings Golf Course (Carlsbad Municipal Golf Course) is located directly west of the Specific Plan and abuts the CRC property at Faraday Avenue. This area was formerly known as Macario Canyon and contains a large low-lying natural riparian drainage area. Also, CRC abuts the City of Carlsbad Veterans Memorial Park property in this same area. Emerald Lake which was initially designed as a possible reclaimed water facility within CRC is adjacent to the golf course. Much of the upstream drainage from the area surrounding the park is channeled through and around the Emerald Lake facility. This drainage runoff is directed through the Emerald Lake facility and ultimately the water flows downstream through the golf course to Agua Hedionda Lagoon to the Northwest of the CRC. Emerald Lake is landscaped and is available to the park owners, tenants and employees as a common area open space facility.

1.3.2 Other Business Parks in Carlsbad

While the CRC has developed into a prestigious park containing a high number of major corporate headquarters and Fortune 500 companies, it is by no means the only business park in Carlsbad. The CRC is one of several light industrial business parks located in proximity to the McClellan-Palomar Airport. Other business parks in the area include the Carlsbad Airport Business Center, the Carlsbad Airport Center, the Palomar Airport Business Park, the Bressi Ranch Business Park, the Palomar Forum Business Park, and the Carlsbad Oaks Business Park. All of these parks are located generally in the center of the city, in the general vicinity of the airport.

The business parks in Carlsbad vary from the well established, upscale, large lot with freestanding buildings, which cater primarily to single users or corporate headquarters (such as CRC), to the latest, multi-tenant industrial project of multiple condo buildings catering to smaller users of warehouse/office mix. Together these business parks provide for a significant industrial base of light, pollution-free industries of a magnitude that they provide a reasonable tax base and a balance of opportunities for employment for local residents of the city of Carlsbad.

1.4 Project Relationship to 1981 Specific Plan and Amendments

The original proposal for a specific plan on the 549 acre CRC property was made by the Koll Company in 1979. The Koll Company had developed a state-of-the-art business park in the City of Irvine, and based on that success, desired to pursue a similar venture in the city of Carlsbad.

The premise of the Irvine and Carlsbad business parks was to create a development concept in which there would be well defined, strict, codified design and development provisions for the property. Unified design themes would be incorporated into the project and the master developer would install common area facilities within the development in advance of individual development in order to establish the "identity" of the park. The creation of a readily-identifiable park included common signing, landscaping and design standards for individual properties. The specific plan would be approved by City Ordinance and would become the effective zoning regulations for the property to ensure continuing design and development standards in perpetuity as the property developed and beyond.

As a result of the fact that Carlsbad, even in the early 1980's, had created a reputation for encouraging comprehensive planning in the form of master plans and specific plans, Koll Company saw an ideal environment to implement an "Irvine-style" development. The CRC was effectively the first non-residential comprehensively planned project within the City. This was during the period that the La Costa Master Plan (residential) was underway, and following that, Calavera Hills, Aviara and others.

One of the concerns that many communities had at the time was the tendency of business parks, even "high end" parks, to begin as desirable and attractive, but as the project became more mature, the park would gradually decline and lose value. In part this progression was due to the departure of the master developer, who after selling all the property to individual owners no longer sustained any interest in maintaining the high quality and related prestige and value of the park. Under this scenario, individual owners would begin to compromise standards in order to keep their building occupied. As a result, the park, property by property, would lose its comprehensively designed qualities. Thereby, values would decline and over time, the overall quality of the park and park infrastructure would decline. Historically, older business parks became, for the most part, unattractive places in many communities. The City of Carlsbad desired to avoid this situation and thus considered the "in perpetuity" specific plan, a good remedy for the possible decline of business parks which would be proposed for the Carlsbad area.

Since the approval of the original CRC Specific Plan, a number of amendments have been made over the years. This specific plan amendment is intended to confirm the vast majority of the original intent of the plan, and address in detail the land use issues and concerns that have arisen during the intervening period.

1.4.1 Existing Issues and Concerns

As the CRC has matured since 1981, a number of issues and conflict areas have arisen which are addressed through this specific plan.

1.4.1.1 Tenant Users vs. Property Ownership

The relationship between tenants and owners in business parks may not be obvious to the lay person. Many office and research & development buildings in the park are not owner occupied. However, the business relationship, particularly in parks with stringent development and design standards, between the two parties may create forces that affect land use. For example, a tenant with a lease commitment with a building owner may wish as his/her business expands to employ more personnel in the existing lease space than originally planned for. This increase in employees may result in a greater number of cars in the parking lot. If the parking lot was only designed to accommodate the initial number of employees, the number of on-site parking spaces will be insufficient to accommodate the new number of employees. This creates a problem for the expanded business as well as adjacent businesses because of the overflow of parking. .

Further, in a highly competitive economic environment, building owners may be motivated by making concessions to tenants in order to be more attractive in the marketplace. Offering business-specific signing for example is in some cases a selling feature to potential tenants. If project regulations stipulate restrictions on the numbers and sizes of signs, this may cause owners to push for additional or larger signs. Some

tenants are looking for employee recreational features. If the building owner eliminates four parking spaces and in its place installs a half-court basketball court, this reduction in parking can conflict with minimum parking space requirements.

It is important for the integrity and consistency of the development and design standards to be aware of these possible situations and for consistent and diligent enforcement of the park standards.

1.4.1.2 Parking Issues

For primarily aesthetic reasons and to avoid traffic conflicts, on-street parking is generally not a desirable characteristic in high-value business parks. Common area street frontages with themed landscape treatment are negatively impacted by on-street parked trucks and automobiles. CRC standards call for all parking required by the use/square footage of the building to be provided within on-site parking lots. There is no provision for on-street parking to count towards the on-site parking requirement. As a result, the general concept for this specific plan is to prohibit on-street parking.

On-street parking has historically been severely restricted within the CRC. Under no circumstances has or should parking be allowed on arterial streets (College Boulevard and Faraday Avenue), and connecting thoroughfares such as Rutherford Road as well as the local streets and cul de sacs. Short term parking (daytime) is allowed for the area adjacent to the Island commercial area of the park (Van Allen Way, east side adjacent to the center only). This can serve to accommodate overflow parking for peak service times at the Island commercial area during the day. It is the intent of this specific plan to continue these strict parking regulations and to instruct that clear signage reflecting these restrictions are posted. Maintaining strict control over street parking can assist in ensuring the visual quality of the park and is also a good method of keeping track of harder to detect unapproved on-site use modifications.

1.4.1.3 Modification of Lot Lines/Re-subdivisions

During the 25 years that CRC has been under development, it has been also developing the character and quality that makes it unique. The characteristics of the various combined lots, buildings, designs, colors, signing and street scenes have resulted in a business park which consistently maintains high lease rates and property values compared to other parks in Carlsbad and the region.

As time goes by, it is inevitable that tenant and property owner priorities will change and new uses and development concepts will emerge. It is expected that there will be pressure to re-develop and even re-configure land uses within the park. While this eventuality is recognized, the objectives of this specific plan should be maintained as the highest priority. As a result as requests for lot consolidation and lot line modifications are made, they should be reviewed and considered in the context of the incremental impact that they could have on the character of the park.

For the most part, the CRC is founded on the design concept of individual lots, with a single, individual building, each with a frontage on a public street and “stand alone” ingress and egress. Although there are exceptions to this within the park, free standing buildings on individual lots design is the predominant land use pattern. It is the intent of this specific plan that this concept should be maintained.

1.4.1.4 Planned Unit Developments

Planned Unit Developments (PUD's) are development projects approved by the City of Carlsbad under the provisions of the Non-Residential PUD provisions (CMC Chapter 21.47). Generally these developments cluster buildings on property in a manner that does not provide individual access for each building to a public street. There may be multiple buildings on one lot with common area devoted to landscaping and parking, or there may be "postage stamp" lots combined with a common area lot or lots. Non-residential PUD's allow a method to approve separate ownership of units within multiple-unit buildings or upon a parcel of land containing more than one unit.

PUDs may be a development type that becomes more popular as the park matures. The positive nature of this concept is that it allows consolidation or combination of existing buildings into a “campus” configuration. This can accommodate changes in use within individual buildings by utilization of multiple building parking.

The negative aspect of PUD's is that they move away from the free-standing building with independent public street frontage concept which is characteristic of the park. It is commonly thought in the business park market that PUDs are less desirable, and thus less valuable overall than individual buildings.

Thus, while PUD's will not be prohibited by this specific plan, they should be considered in the context of the broader goals of the park and not be allowed to be a dominant land use configuration. As a result, this specific plan places a cap on the percentage of PUD's allowed within the park.

1.4.1.5 Changes in Use to Existing Structures

As mentioned in previous sections, all business parks constantly evolve as time passes. This is a permanent condition and is driven by economics, user preference, market trends and a variety of other factors. As tenants and owners change there will be requests to move from old uses within existing buildings to new uses. Many buildings within CRC are "built to suit" a particular tenant. The degree of customization of a particular space within a building or the entire building may dictate a complete interior remodel for a new user. For example a facility constructed for a golf manufacturer would more than likely not be suitable for a bio-medical user.

Making these changes many times requires no changes to the exterior or footprint of the existing building, but does but require extensive modification to the interior of the structure. It is the intent of this specific plan that changes in use and the possible

resulting effect on parking, landscaping and relationships to adjacent buildings should be thoroughly reviewed prior to approval.

1.4.1.6 Existing Non-Conforming Uses

It is recognized that it would be impossible for a business park with detailed development standards to maintain 100 percent compliance with these standards over the course of 25 or more years. But the fact that there may be notable non-conforming development characteristics within the park is not a suitable basis on which to justify additional non-conforming features.

In many cases the existing non-conforming park features such as signs, landscaping, parking lots and uses are known, and some enforcement action can be taken. Depending on the site-specific circumstances, these may be minor in nature and can be handled by notifying the property owner of the situation and requiring that no further approvals will be issued for the site until the problem is resolved.

For the more egregious problems immediate remedial action may be necessary.

1.5 Legal Authority

This document serves as a specific plan of development for the CRC business park. It provides text and exhibits which articulate the design, development and operational parameters for the park. The development regulations herein will ensure conformity to community goals and values, and the protection of existing businesses within the park and surrounding area. This Specific Plan is adopted pursuant to the provisions of California Government Code Sections 65450 et seq. and the Land Use Element of the City of Carlsbad General Plan.

This specific plan document also establishes a set of zoning regulations and regulatory procedures that have been formulated for the implementation and re-development of the land uses included within the CRC. Accordingly, this plan provides for a process of development plan review and a provision of design guidelines for architectural and landscape consistency throughout the project. Implementation of this specific plan will provide assurance to the City of Carlsbad and the CRC business owners that ongoing development within the park will be consistent with the intended goals and objectives of the City General Plan, the Facilities Management Plan for Zone 5, and this specific plan.

The CRC Specific Plan is intended to be a planning and policy document and is subject to City of Carlsbad City Council approval. Once adopted by City Council legislative action, this plan will serve both planning and policy functions for the CRC. This plan articulates the guidelines, standards and procedures necessary to accomplish orderly and aesthetically consistent development and improvements in the park. Any violation of the standards and regulations identified in the specific plan shall be considered a violation of the Carlsbad Zoning Ordinance. Should any conflict arise between these specific plan regulations and other City policies, procedures or ordinances, the provisions of this specific plan shall prevail. Where the specific plan is silent on an issue, the applicable requirements of the Carlsbad Municipal Code shall apply. If any term, provision or condition of this specific plan is found to be invalid or unenforceable, the remainder of this specific plan shall not be affected.

This plan also serves to implement the Commercial-Manufacturing (C-M) zoning classification which exists on the site. The permitted uses, design guidelines and development standards contained in this plan are typically more stringent than those found in the underlying C-M zoning; therefore, where more stringent, the provisions of this plan will take precedence over the C-M zoning regulations. The provisions of the C-M zone shall apply to subjects which are not specifically addressed in this plan.

2 SPECIFIC PLAN COMPONENTS

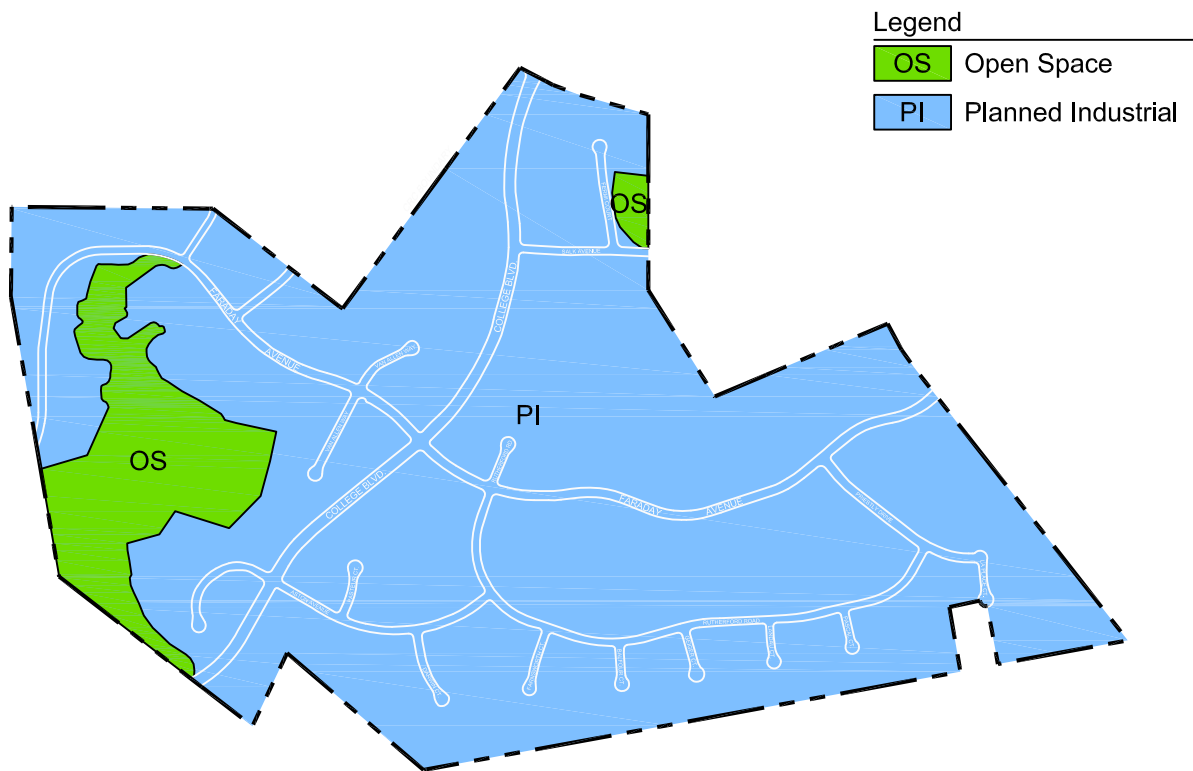
This chapter of the CRC Specific Plan provides a description of the land uses, the circulation, the open spaces and common areas, and the infrastructure and services serving the approximate 549 acre CRC property. The land use plan for CRC provides for three distinct land uses; planned industrial, commercial and open space. The circulation plan provides for a hierarchy of roadways to attract and distribute vehicles throughout the park, to provide for pedestrian and bicycle routes, and for access to public bus transportation. Public and community services and utilities are also provided for the uses and employees of the project.

2.1 Land Use Plan

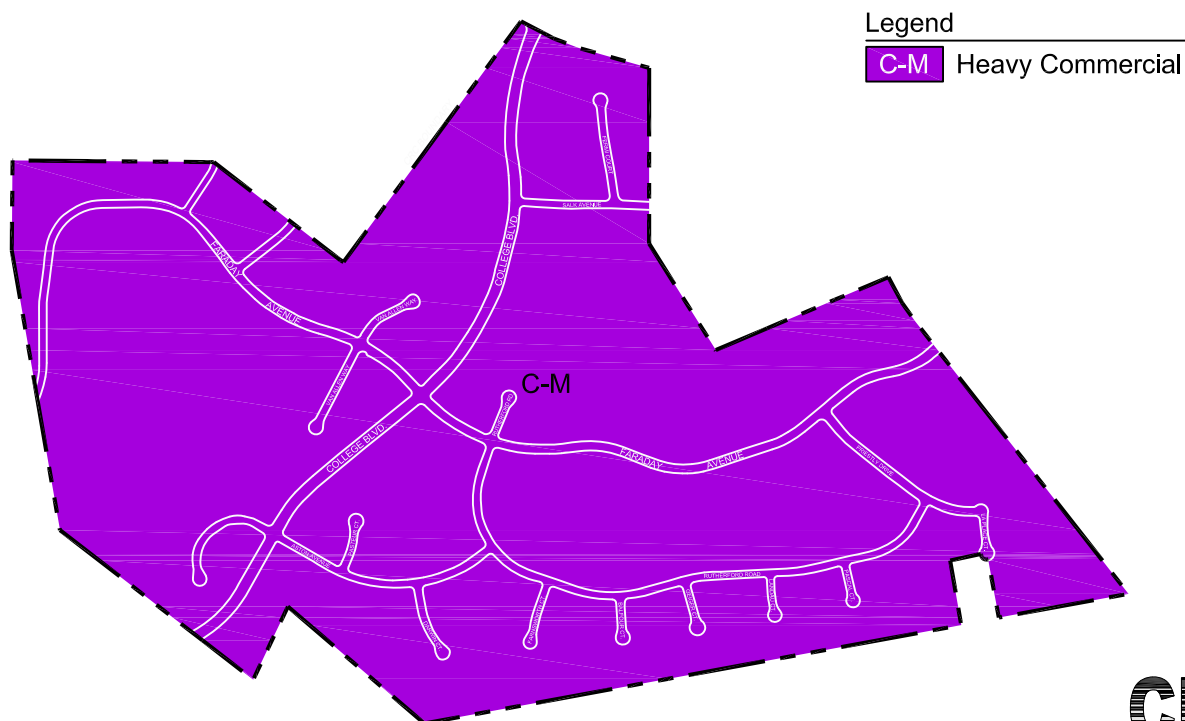
The CRC business park is primarily a light industrial research and development (R&D) and office-related business park located in a suburban environment with a small, central commercial support area at the main intersection of the two internal crossing arterial roadways. The identified City of Carlsbad land use for the park is primarily Planned Industrial (PI), with the natural slopes in the park identified as Open Space (OS). The zoning for the entire property is Commercial-Manufacturing (C-M). Please see *Figure 4; General Plan and Zoning Map* for the General Plan land use and zoning configurations on the property.

Zoning for properties consists of a zoning map identifying the zone applicable to a property, and zoning regulations associated with uses and development regulations on the property. It is noted that zoning regulations articulated in this specific plan are generally more stringent than those allowed in the underlying (C-M) Zone. It is the intent of this specific plan that these specific plan requirements take precedence over the C-M Zoning regulations identified in the Carlsbad Zoning Code inasmuch as they are specific to the CRC business park, rather than encompassing of all C-M zoned properties within the city.

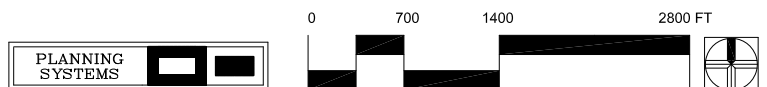
As indicated, the CRC Specific Plan implements the land uses and policies of the City of Carlsbad General Plan and the Carlsbad Zoning Ordinance. The largest land use category in the park is identified in this specific plan as Area 1, the main light industrial category. Please see *Figure 5; Land Use Plan*. Limited commercial support services are allowed within Area 2. Area 2 is divided into two sub-segments (Areas 2a and 2b), to reflect the separate different land uses allowed on the two commercial lot areas.



General Plan Map



Zoning Map

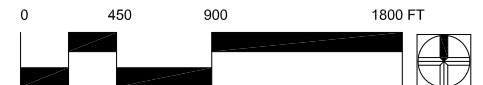
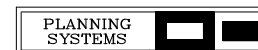




Legend

- Area 1 - Industrial
- Area 2 - Commercial
- Area 3 - Public park
- Open Space*

* Natural and landscaped hillsides, large slope areas, and arterial streetscapes - almost exclusively located within industrial land use category.



Carlsbad Research Center

Specific Plan

Land Use Plan
FIGURE 5

2.1.1 Area 1 – Research & Development

Area 1, the research and development, light manufacturing and office-based land use is intended to provide for the corporate, general, professional and administrative businesses. Approximately 485 acres are devoted to this use. Warehousing and distribution may also be permitted, but only where incidental to the primary manufacturing, fabrication, or assembly use of the property. Individual lots within Area 1 are, and will continue to be, developed either as single-tenant, campus-type sites, or as multi-tenant complexes. Specific uses allowed and development standards and regulations on projects within Area 1 are identified in Chapter 4 of this specific plan.

Area 1 also includes open spaces associated with the industrial lots, including natural chaparral-covered hillsides, a large manufactured slope along College Boulevard, and the street frontage landscape buffers in front of the industrial lots. These open spaces encumber approximately 20% (108 acres) of the Area 1 industrial area. Although these open spaces are shown on the specific plan, not all open space is identified as open space in the Carlsbad General Plan.

2.1.2 Area 2 – Commercial

Area 2, the commercial land use category is located on two of the corners of the central, main arterial intersection at College Boulevard and Faraday Avenue. For land use purposes, these two corners represent two separate commercial planning areas, Area 2a and Area 2b. On Area 2a, on the southwest corner, presently exists The Island at Carlsbad, a retail center with restaurants, banks, offices and a mini-mart store with gas station. This commercial land use area is intended to meet the retail, commercial and hospitality service needs of the patrons of the business park. Uses such as the existing restaurants, business services, and business-oriented retailing is allowed and encouraged.

On the opposite (northeast) corner of College Boulevard and Faraday Avenue, Area 2b is identified in this specific plan for hotel and related business-traveler uses, and presently is occupied by a Residence Inn by Marriott, which provides these business-traveler uses to the CRC. Both Area 2a and Area 2b together devote approximately 11 centrally-located commercial acres which cater to the CRC business park. Specific uses allowed within Areas 2a and 2b are identified in Chapter 4 of this specific plan.

As shown on Figure 5, the arterial street frontages in front of the two commercial properties are considered open space, which is maintained by the Owner's HOA.

2.1.3 Area 3 – Public Park

The Zone 5 public ballfield park is provided on the northeast corner of Faraday Avenue and Camino Hills Drive. This park was not identified in the original CRC Specific Plan, but has since been added to the City of Carlsbad's park inventory. The park is owned and operated by the City of Carlsbad, and is referenced in the City's Park and Recreation Element as "Industrial Park". The existing soccer and baseball field improvements are only the first phase of an ultimate park development which is planned to contain additional soccer and baseball fields, picnic and parking areas, and will extend into property northerly of the CRC boundary. Uses allowed within Area 3 are limited to community recreation and ballfields, and are identified more specifically in Chapter 4 of this specific plan.

The following table is a summary of the acreages of the different land uses within the CRC:

Table 1: Specific Plan Land Uses

<i>Area</i>	<i>Specific Plan Land Use</i>	<i>Estimated Acreage</i>	<i>% of Overall Area</i>
Area 1	Planned Industrial - Industrial	430	78%
	Planned Industrial – Open Space	108	19%
Area 2a	Commercial - Retail	6.5	1%
Area 2b	Commercial - Tourist	4.5	1%
Area 3	Public Park	4.5	1%
TOTAL		549	100%

2.2 Infrastructure

Public facilities and physical utility infrastructure is provided to the CRC as discussed in the following sections. All public infrastructure improvements within the CRC Specific Plan comply with City standards or as required or accepted by the City Engineer. In addition, as required by the Carlsbad Growth Management Program, the City has enacted an ongoing monitoring program to evaluate the aspects of improvements, development and demand on public infrastructure and facilities.

2.2.1 Circulation Plan

The CRC is accessed via a number of existing arterial roadways in Carlsbad. These include Cannon Road and Palomar Airport Road from the west and south, El Camino Real from the east, and College Boulevard from the north. The two primary vehicular circulation roadways within the CRC are the north-south arterial College Boulevard, and the east-west arterial Faraday Avenue. These arterials serve the collector and local streets accessing the lots within the CRC. Vehicular circulation within the CRC is provided in sufficient size, quantity and variety to meet the needs of businesses and workers within the park. Please see *Figure 6; Circulation Plan*.

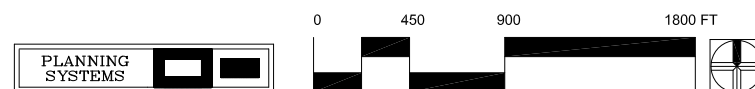
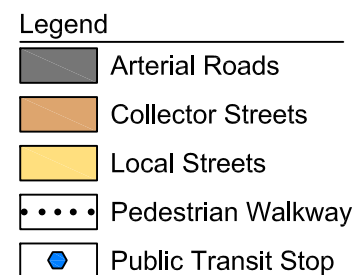


FIGURE 6

The vehicular, bicyclist and pedestrian circulation concept of the CRC Specific Plan establishes a pattern of circulation alignment and standards for streets, pedestrian sidewalks, bicycle lanes and transit bus stops. These roadways are designed of sufficient size to accommodate peak hour traffic demands from the project and other anticipated off-site vehicular trips travelling through the park. The roadway hierarchy for the CRC is as follows:

- Arterials – College Boulevard and Faraday Avenue. El Camino Real also borders the eastern edge of the CRC.
- Collectors – Rutherford Drive, Priestly Drive, Salk Avenue and Aston Avenue.
- Local Streets – All remaining public streets within the CRC

All streets within the CRC contain bicycle lanes. Also, a number of public transit stops on the arterial and collector roadways serve the park. These transit stops provide an efficient distribution of public bus transit access points for park employees. In addition, all public streets within the park have been constructed with pedestrian sidewalks on both sides of the street, for efficient and clear walking access throughout the park.

2.2.3 Utilities and Services

Drainage facilities have been constructed to accept and route stormwater in an efficient and safe manner throughout the park. This drainage system is designed to convey 100-year storm occurrences. Desiltation basins exist in a number of locations on the western portion of the site, to assist in cleansing the runoff before it leaves the CRC.




Sewage collection service within the CRC specific plan area is provided by the City of Carlsbad. Major sewer trunk lines owned and maintained by the City of Carlsbad, exist within public streets in the CRC. The majority of the sewage is transported through a regional interceptor which flows westerly down Faraday Avenue to the Encina Water Pollution Control Facility. Water service to the CRC is provided by the City of Carlsbad Municipal Water District ("CMWD").

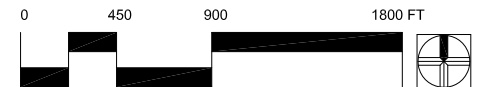
Water distribution lines exist within the public streets in the CRC. Also, CMWD has installed recycled water trunk lines within Faraday Avenue to provide for recycled water use in the landscaping within the CRC.

Electricity and natural gas is provided to the CRC by San Diego Gas and Electric Company. Fire protection and police protection is provided by the City of Carlsbad. These utilities are all adequate to serve the project. The major utilities serving the CRC are shown on *Figure 7; Utilities Master Plan*.

Note: Plan is diagrammatic. Utility locations shown not exact.

Legend

-  Existing Storm Drains
-  Existing Sewer Mainlines
-  Existing Water Mainlines



Carlsbad Research Center
Specific Plan _____

Utilities Master Plan
FIGURE 7

2.3 Existing Lots Within CRC

Approximately 131 separate lots presently exist within the CRC. A number of these lots also contain non-residential PUD lots within a few of these master lots. One lot contains an office condominium project. Only six lots remain undeveloped at the time of preparation of this specific plan (2010). Please see *Figure 8; Parcel Map*, for a map of the existing lots within the CRC.

Circumstances exist wherein adjacent [off-site] uses affect or are used in conjunction with uses within CRC. For example, the developer of Lot 11 has constructed an access-way between their CRC development and an off-site building outside of the CRC. Such connections are recognized as long as they do not contribute to a diminution of the objectives and features of the CRC.

2.4 Common Design Themes

The effort to maintain the physical characteristics of the CRC involves coordinating how development proposals will affect the park. The CRC possesses a variety of elements that create common design themes for the park. Themed design at the major entrance points to the park, consistent and special landscaped streets and intersections, extensively landscaped setbacks, underground utility lines, a consistent architectural image, and other features all serve to enhance the visual image of the project and create an upscale and prestigious sense of identity within the specific plan area.

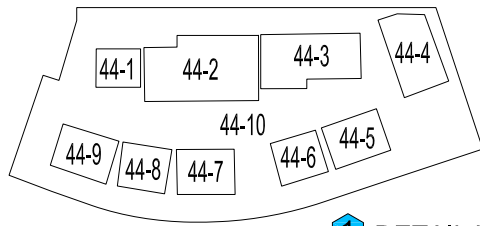
The extensive landscape program with common landscape theme is central to the concept of the specific plan. This program has been implemented and enforced, and completely integrated into the day to day operations of the business park for the life of the park.

2.4.1 Owner's Association

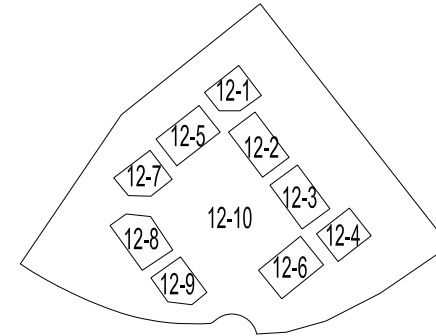
In accordance with the requirements of the original approved specific plan, and the adopted Conditions, Covenants & Restrictions ("CC&R's") for the CRC, a CRC Owner's Association has been established for the park. All uses shall conform to the general development concepts for a high-quality business park, with all standards and restrictions established by this plan, with the CC&Rs, and with the CRC Design Guidelines. The Owner's Association shall enforce such regulations.

2.4.2 Common Areas

Land maintenance responsibilities within the CRC are divided between three entities; (1) the City of Carlsbad, (2) the CRC Owner's Association, and (3) the individual property owners. The City maintains public rights-of-way and utilities within the right-of-way and public easements. All other common areas are maintained by the CRC Owner's Association. Individual property owners maintain the area and improvements on their private lots, except for the Owner's Association maintenance of front streetscapes, identified in this specific plan. More specifically:



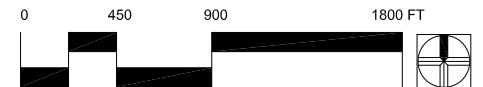
1 DETAIL '1'
SCALE: 1" = 300'



2 DETAIL '3'
SCALE: 1" = 400'



* Office Condominium Building



Carlsbad Research Center

Specific Plan

City of Carlsbad Maintenance. All public streets, medians and the adjacent curb, gutter and sidewalks are owned and maintained by the City of Carlsbad in accordance with established policies. Drainage, sewer, water and other public utilities within these rights-of-way are owned and maintained by the City or municipal utility district. Certain facilities owned by the City of Carlsbad may be maintained by the CRC Owner's Association only under circumstances in which a specific maintenance agreement between the two parties has been executed.

The Zone 5 ballfield park located on the northeast corner of Faraday Avenue and Camino Hills Drive (earlier referenced in Section 1.1 of this specific plan) is 4.5 acres in size and is also owned and maintained by the City of Carlsbad. Only the first phase of this park (ballfields) has been constructed at this time, and a second phase is not scheduled for construction until after 2021. The ultimate size of the park will be 14 acres, most of which (9.5 acres) overlaps outside of the CRC boundary. This second phase, outside of the park boundary, could include a fitness center, basketball, handball, volleyball courts, picnic areas, and jogging trails.

CRC Owner's Association Maintenance. The CRC Owner's Association maintains the landscaped area within the right-of-way, and also the streetside setback along the street frontage of the public roadways within the park. The Owner's Association also maintains the eight (8) mini parks totaling approximately 20,000 square feet in area, provided to accommodate passive rest and picnic areas for employees of and visitors to the CRC. Additionally, the formal entries and monumentation on major roadways into the CRC, enhanced landscape planting at main intersection corners numerous drainage facilities, including Emerald Lake, and open spaces are maintained by the Owner's Association. These areas are discussed in greater detail in Chapter 3 of this specific plan. The open space includes a large western section of the CRC including a chaparral-covered hillside area located behind existing structures on the east side of Faraday Avenue. This open space area is maintained by the Association.

Emerald Lake is also located on the western end of the CRC. This water feature was initially designed as a possible reclaimed water storage facility, but has, to date, not been used for this purpose. Much of the upstream drainage from the area surrounding the park is channeled through the Emerald Lake facility. However, as of 2010, Emerald Lake functions primarily as a passive open space and recreation spot.

The areas, including the various areas identified in this section, are all subject to continued maintenance by the CRC Owner's Association and are shown on attached *Figure 9; Association Maintenance Areas*.

2.4.3 CC&R's

The establishment of CC&R's was a requirement of the original CRC Specific Plan. These CC&R's were subsequently approved by the City pursuant to this requirement. The adopted CC&R's are applicable to the entire park, and have been recorded against the title of all properties within the park. These CC&R's articulate use regulations within the CRC, and also guarantee maintenance of these common facilities within the project, as indicated in the original specific plan. All structures, uses and development must conform to all the standards

and restrictions established by both this specific plan and the CC&Rs. No development or uses may be allowed unless they are consistent with this specific plan, and with the CC&R's.

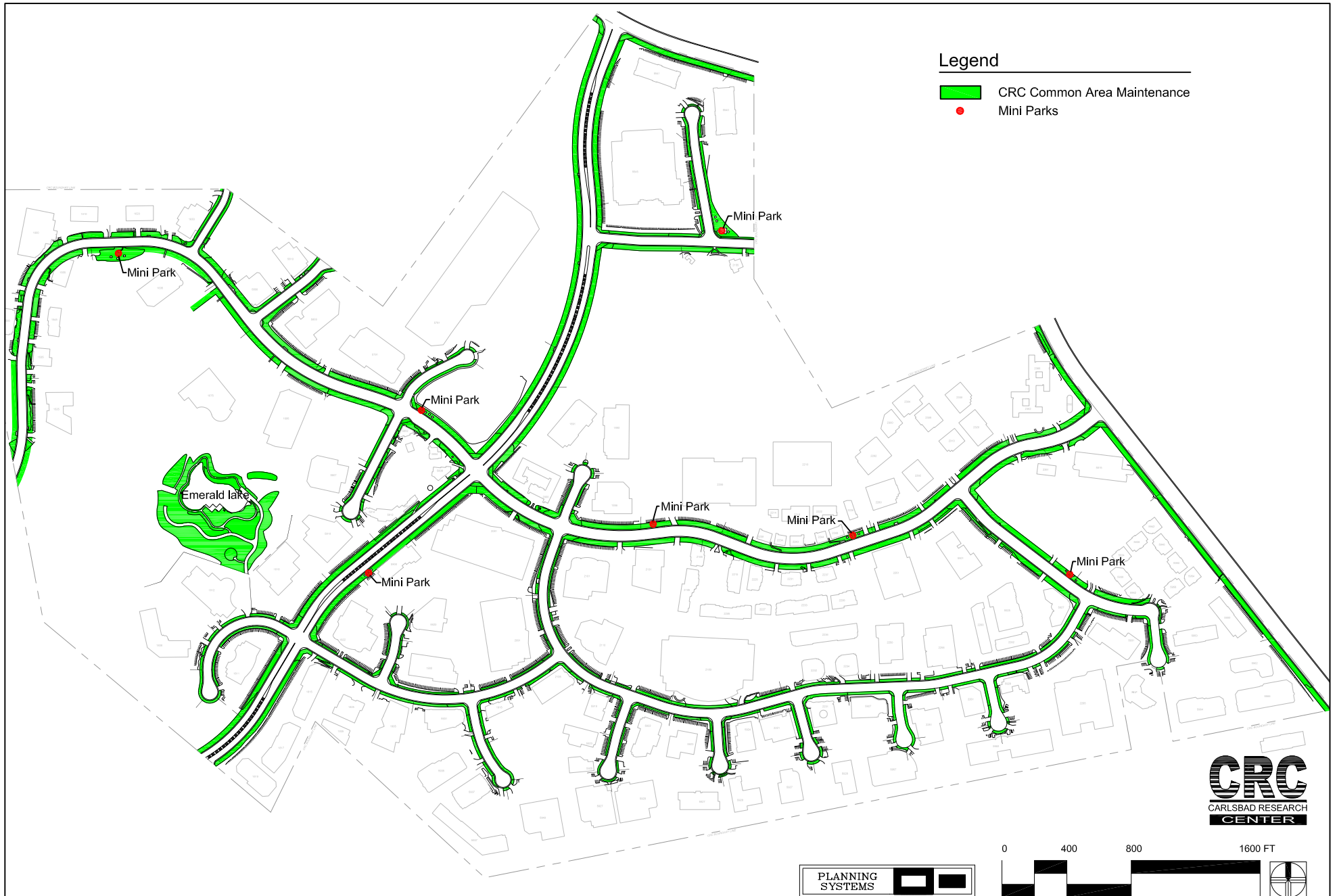
2.4.4 Design Guidelines

A separate Design Guidelines booklet has been adopted for the CRC. These Design Guidelines are separate from the specific plan, but have been adopted by the CRC ownership in an effort to provide the official source for clarification of detailed design and development criteria articulated in this specific plan and in the CC&R's. It is intended that approved development will be built and operated in a manner consistent with these adopted Design Guidelines. It is also recognized that the Design Guidelines cannot be all inclusive and cannot anticipate every possible development or improvement situation. Where the guidelines are specific, development should be designed in accordance with their direction. In areas less specific, they will require interpretation by an appointed Owner's Association sub-committee, the Architectural Review Committee ("ARC"). As a result of the fact that the existing development in CRC is generally of high quality, and is consistent with the Design Guidelines, a readily available "model" exists for proposed new development and alterations or additions to existing building improvements.

The Design Guidelines are in no way intended to supersede any applicable statutes, codes, ordinances or regulations of controlling governmental jurisdictions. Should any portions of the CRC CC&R's or Design Guidelines be discovered to encourage or imply violation of applicable statutes, codes, ordinances, or other governmental regulations, those discrepancies should be brought to the immediate attention of the CRC Owner's Association for resolution. The Owner's Association shall have the responsibility for enforcement of compliance with this specific plan and CC&R and Design Guidelines regulations and requirements.

2.4.5 Board of Director's Sub-Committees

The ARC constitutes a sub-committee appointed by the CRC Owner's Association Board of Directors. It provides interpretation of the Design Guidelines, and as a group is intended to assist property owners in achieving their individual goals, while maintaining planning and architectural continuity and compatibility in design in accordance with this specific plan. Similarly, a Landscape Review Committee (LRC) is a parallel appointed sub-committee, which reviews individual property owner landscape plans, and directs maintenance and landscape improvements for common areas of the park. These committees are tasked with review and approval of applications and plans for improvements within the park. These committees shall strive to further the objectives of the CRC as articulated in this specific plan and in the Design Guidelines. In some cases, in the judgment of these committees, a decision which hinges on benefit to the individual or benefit to CRC may arise. In this case, the committee's duty is to make the decision in the benefit to CRC.



Carlsbad Research Center

Specific Plan

Common Area Maintenance Map
FIGURE 9

3 DESIGN GUIDELINES

One of the substantive objectives of site, architecture and landscape planning within the CRC is to create and sustain a high quality, aesthetically-pleasing and functional business park environment. To accomplish this, site planning within the project area must involve consistency of theme, and location of functional spaces according to their various uses for the maximum functionality and attractiveness.

It is the intent of this specific plan that the CRC, in contrast to property which is merely "zoned" for a variety of non-residential uses, preclude those individual design characteristics which are at odds with the goals of maintaining a high quality business park. This specific plan, in combination with the Design Guidelines and the ARC and LRC review is intended to clearly convey how, on a case by case basis, the owners of CRC desire to sustain and promote CRC as a high quality and prestigious business park. Although the Design Guidelines are not adopted by the City of Carlsbad and thus are not officially included as a part of the specific plan, they are a design guidance manual adopted by the CRC Board of Directors, which is intended to be used as a tool to assist design professionals in articulating design parameters necessary to achieve the adopted goals of this specific plan.

3.1 Overall Design Concept

The objective of these Design Guidelines is to continue the development of tasteful, imaginative design of individual buildings while preserving the overall visual integrity of the CRC and compatibility with the streetscape theme which is discussed in greater detail in this chapter. Each property owner is encouraged to explore the creative possibilities of the site and to propose a building program that creates a unique identity for the property while remaining consistent with the tone and flavor of the existing development.

In order to achieve this design objective, special emphasis is placed upon methods that tend to reduce the large-scale visual impact of buildings in the CRC. All buildings are to be modern and progressive in design and concept. Building design and materials should reflect the technology of today. Further, it is the intent of this specific plan that buildings be positioned on sites so as to enhance the architectural quality of the building and to de-emphasize parking and loading areas. Buildings should be oriented to focus on maximizing view opportunities and taking into account the expected pedestrian patterns.

Individual components of a site plan should be an integral part of the entire project. If a particular use is part of a larger complex, it should take its form and design characteristics from the larger complex. The design of each component of an individual site design and onsite architecture should be accomplished in consideration of its compatibility with adjacent developments. While articulation of building facades adds interest to the streetscape, the setbacks and views along the street should appear to function as a single visual unit.

3.2 Common Area Design

It is the intent of the CRC Specific Plan to facilitate features which create a sense of community identity for motorists and pedestrians entering and traveling through the project. These features include bold landscaped entry statements, street tree frontage planting, and consistent signage, walls and landscaping. Common area design is also intended to provide for safe, pleasant traffic circulation, bicycling and walking through the park.

The design of common areas, including streetscapes, entry statements, accented intersection corners and other features, is to enhance these locations to increase their importance as gateways, transition zones, and visual focal points. The street tree planting design intent for the streets within the CRC is to establish a tree vocabulary that unifies the length of the corridor. Such major street tree planting is intended to provide a strong unifying streetscape design element along the arterial corridors serving the project.

3.2.1 Streetscape Design

The streetscape design plan establishes structure, hierarchy, coherence, continuity and visual identity for the CRC. The plant palette and the landscape treatment for each of the streets, entryways and intersections within the project serve to reinforce the consistency of the overall concept. This specific plan identifies landscape species as they exist in 2010, however the specific species may be changed through action by the CRC Board of Directors, without an amendment to this specific plan, as long as the overall landscape theme patterns are maintained.

3.2.1.1 Arterial Roadway Design

The two arterial streets within CRC are College Boulevard and Faraday Avenue. College Boulevard is a north-south major arterial with four travel lanes and an 18-foot wide landscaped median within a 102-foot right-of-way. Please see *Figure 10; College Blvd. Cross Section*. Faraday Avenue is an east-west secondary arterial, with four lanes and a two-way left turn lane in the middle. See *Figure 11; Faraday Ave. Cross Sections*. A landscaped building setback from the streets is provided. Street trees within the street setback are a combination of evergreen and deciduous trees. These arterials are planted with a Tipu tree theme tree, with turf the dominant ground cover on flat areas, and shrub and ground cover occupying manufactured slopes adjacent to the arterials.

3.2.1.2 Collector Street Design

Four streets are designated as collector streets; Rutherford Road, Priestly Drive, Salk Avenue and Aston Avenue. A significant landscaped structural setback is also provided

for these roadways. Within this setback, Rutherford Road is planted with a regularly spaced single row of Carrotwood trees spaced close enough to create a stable and unified streetscape. Aston Avenue and Priestly Avenue are planted with either a single row or double row of Chinese Elm trees spaced at 60 feet apart to allow both building views and large mature tree size. Salk Avenue is planted with Coral trees, providing stately character and seasonal color. Ground covers for these streets can be either turf or low growing ground covers that provide a well manicured appearance. Please see *Figure 12; Collector Street Design*.

3.2.1.3 Local Street Design

All remaining public streets within the CRC are considered local streets. These streets are planted with Coral trees, providing stately character and seasonal color throughout the park. Ground covers for these streets are either turf or low growing ground covers that provide a well manicured appearance. At intersections, the American Sweet Gum tree or Canary Island Pine trees are the dominant tree species planted in the enhanced landscaped intersection corners. Please see *Figure 13; Local Street Design*.

3.2.1.4 Sidewalks

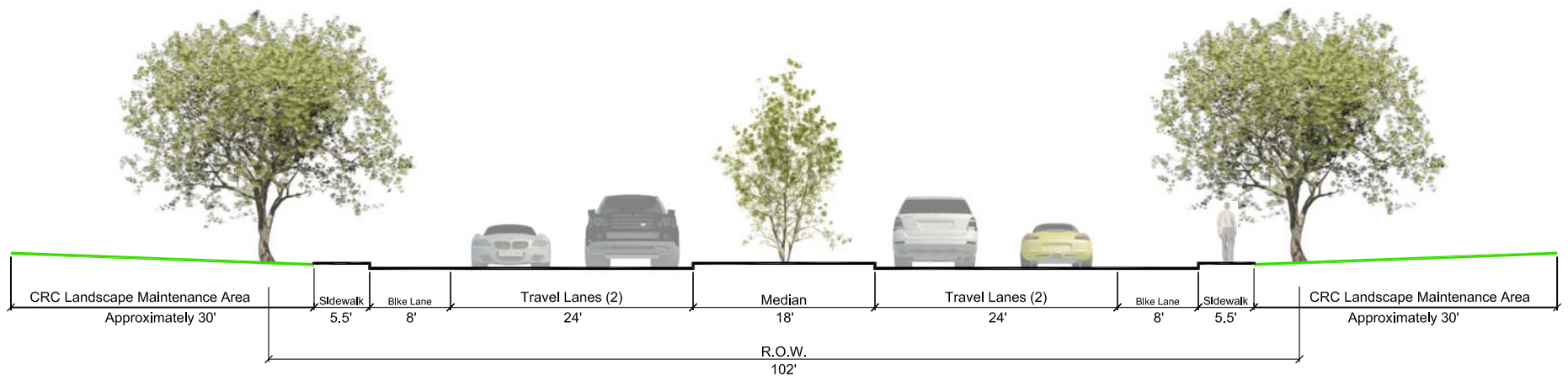
Pedestrian circulation throughout the CRC is facilitated through a streetside sidewalk system along both sides of most public streets within the park. This consistent streetscape contributes strongly to the park-like appearance of the park. The typical sidewalk [including curb] is 5.5 feet in width. Some public streets within the CRC do not presently have sidewalks on both sides, and the CRC should consider installing sidewalks in this locations.

The park-wide on-site pedestrian circulation system meets the circulation needs of CRC employees and visitors. This system provides a safe, all-weather, and aesthetically pleasing means of pedestrian movement throughout the business park. Efficient connection to this system should be an integral part of any on-site planning for lots within the CRC. Thus, where logic and usage dictates, adequate connections should be made between on-site and streetside pedestrian circulation.

3.2.1.5 Streetscape Landscaping

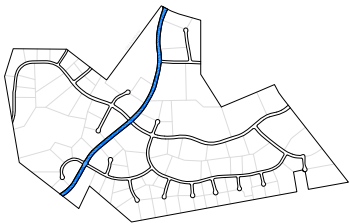
The streetscape landscaping along all lot frontages is an important visual feature of the CRC. All improvements within this area are subject to the greatest degree of regulation and review because the streetscape zone functions as the primary image setting area for the CRC.

The streetscape plant palette is defined in the adopted Landscape Design Guidelines for the project. These guidelines have been conceived to define and create a distinctive park-like character for the streetscapes for the project. The plant materials reflect the hierarchy of the street system with tree species diversity and prominent views defining the arterials, and stately trees spaced regularly along the collector and local streets. Shrubs, turf and groundcover areas will also articulate the ground plane. These streetscape elements will collectively yield the coherence, consistency and identity expected of a high-end project of the scale of CRC.



COLLEGE BLVD.

NOT TO SCALE

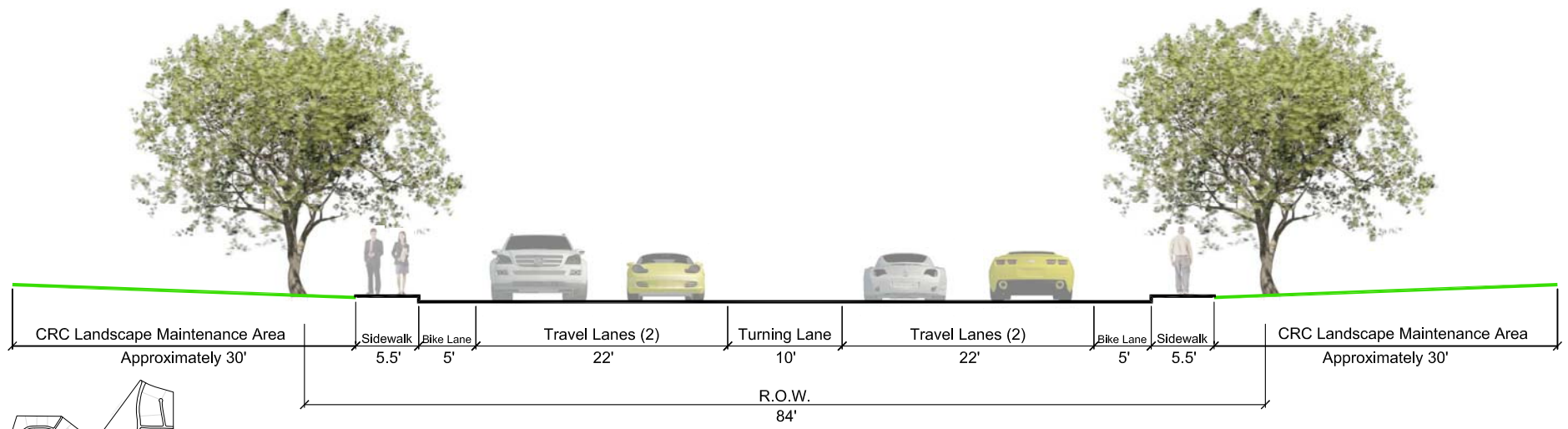


Carlsbad Research Center

Specific Plan

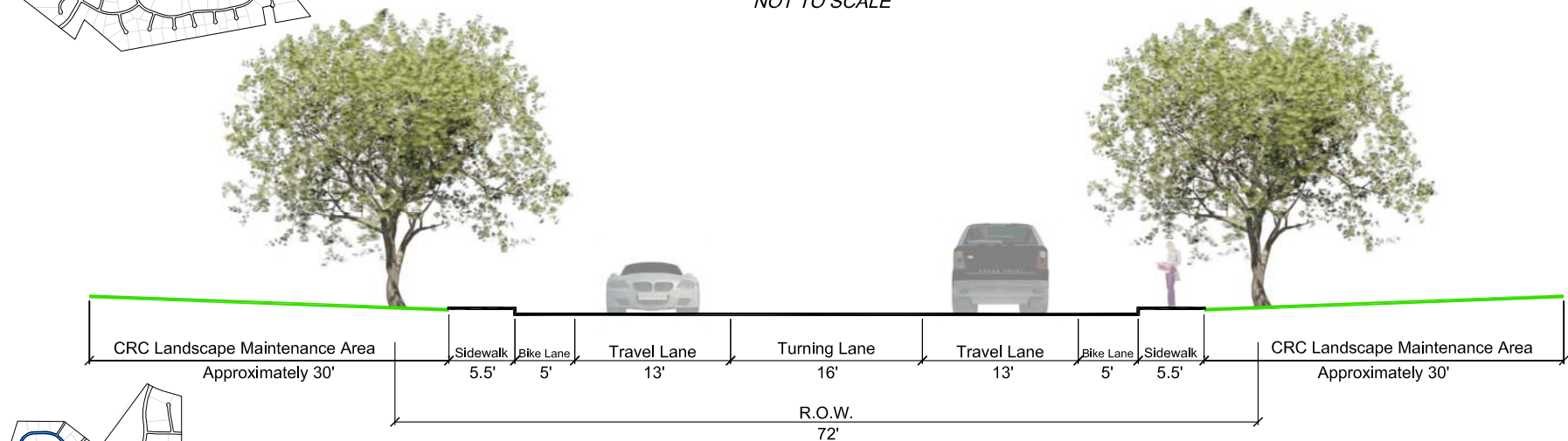
College Blvd. Cross Section

FIGURE 10



FARADAY AVENUE (East of Newton Drive)

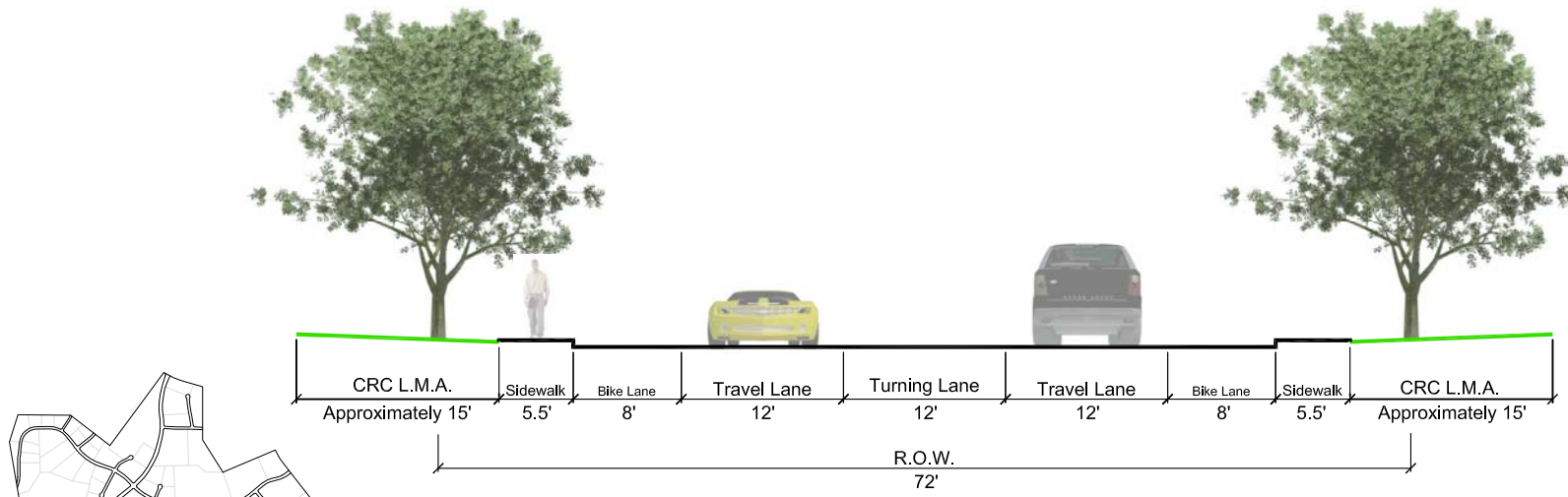
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FARADAY AVENUE (West of Newton Drive)

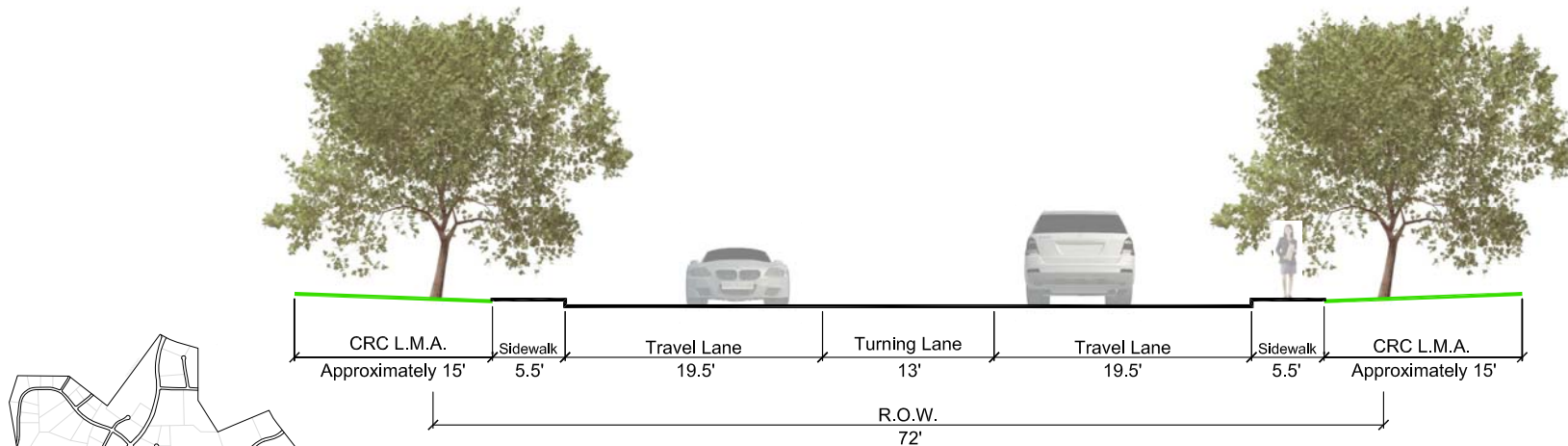
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ASTON AVE. (Excludes Cul-de-sac Section)

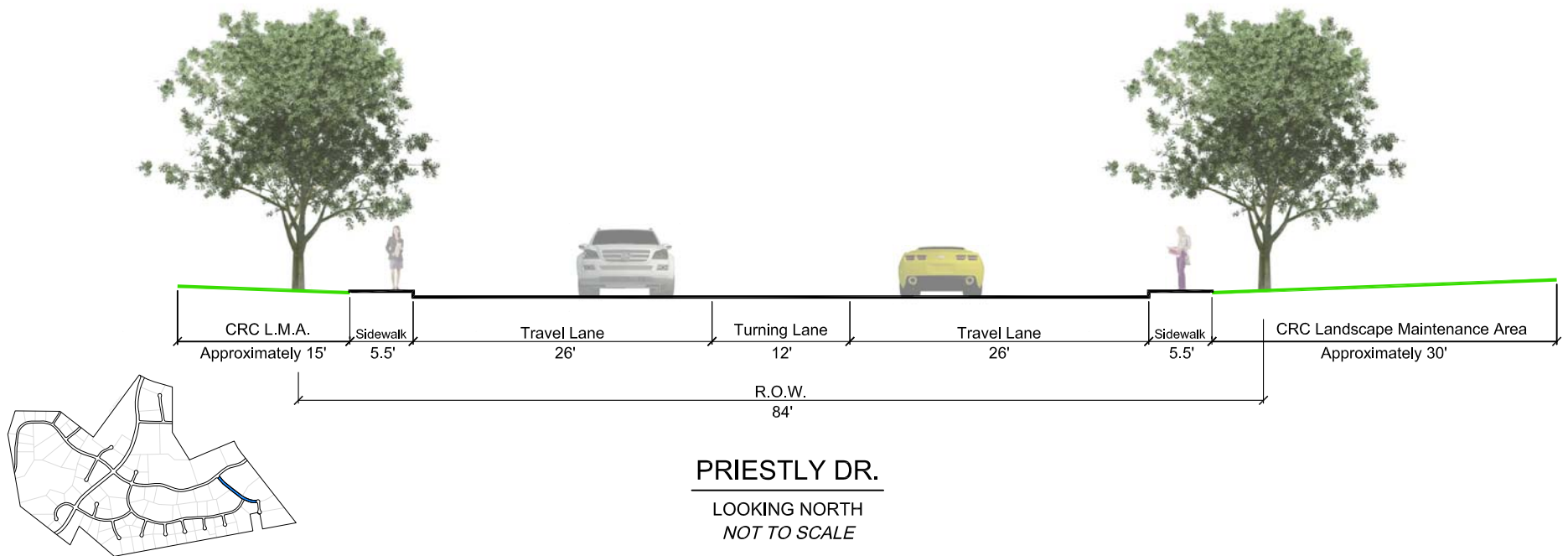
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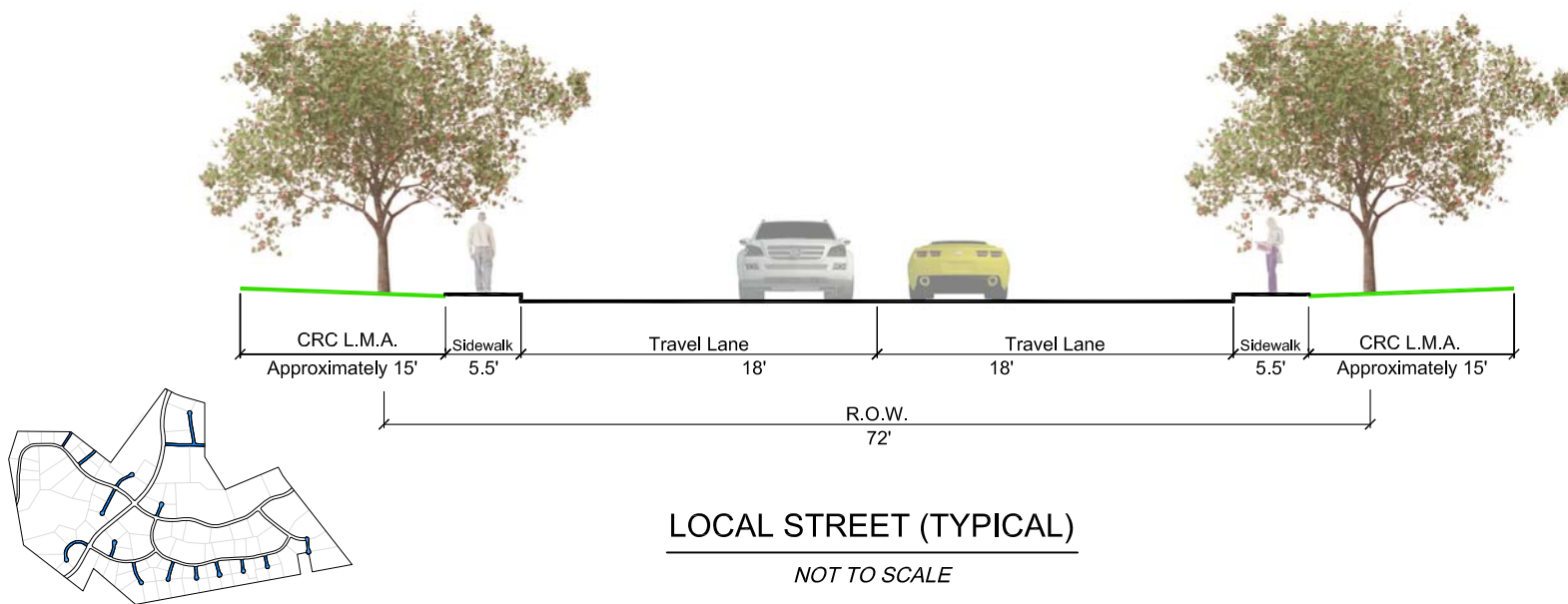


RUTHERFORD RD. (Excludes Cul-de-sac Section)

NOT TO SCALE







The arterial roadways are considered the "gateway" streets into the project. Thus, these roads shall have a consistent streetscape theme and also increased building visibility. Along College Boulevard, the roadway also contains a tree-lined median. These arterial roadways are identified by a 30-foot wide landscaped building setback, maintained at a meticulous level by the Owner's Association. The setback landscape maintenance area is planted with an average tree density of at least one tree per 40 linear feet. The exact spacing of trees has been determined and adjusted to allow views into and out of the properties, and in recognition of intersection locations and median layouts.

The College Boulevard, Faraday Avenue and El Camino Real streetscapes all have an "urban forest" theme that uses four to five species of trees grouped in small stands that drift along the parkway. In an effort to provide the streetscape an organized character, the Tipu tree is placed in a regularly alternative pattern along the right-of-way edge. Background and accent trees such as the Brisbane box, the Australian willow, and the Bronze loquat meander in a woven fashion to help create park identity, to arrange views, to provide a consistent theme, and to provide shade.

Along the northern reach of College Boulevard the Silk floss tree is added to the plant palette to provide additional color and seasonal interest. On flat areas of Faraday Avenue and College Boulevard, turf is used as the ground cover for its manicured, refined appearance. On slopes, low to medium sized evergreen ground covers are used to achieve a manicured look and to establish a streetscape rhythm.

3.2.1.6 Landscape Maintenance Area

All public streets within the CRC shall contain a Landscape Maintenance Area ("LMA"). The LMA is defined as that highly visible portion of streetscape between the sidewalk and the private buildings and improvements. For arterial roadways (Faraday Avenue, College Boulevard and El Camino Real) and portions of Priestly Drive, this LMA extends 30-feet into the site, measured from the back of the sidewalk. The LMA dimension for all other streets is 15 feet measured from the back of sidewalk. On these streets, the LMA is planted with a single row of trees, with turf and/or groundcover.

Most of the landscaping within the LMA is considered common maintenance area, and thus is maintained by the Owner's Association. Any site development that alters the existing landscape development within the LMA shall be reconstructed per the requirements of this plan and the Owner's Association.

Night lighting will play an important role in defining the street corridors at night, while addressing functional needs for vehicular and pedestrian safety and security. Lighting along the corridor will generally be of three types:

1. Overhead street lighting. Lighting that is primarily intended to illuminate the vehicular travel lanes of a street for safety purposes.
2. Pedestrian sidewalk lighting. Lighting for pedestrian areas which is of a lower height thus provides better light quality and distribution for pedestrians.

3. Special feature and amenity lighting. This includes special lighting for entry features, and other amenities.

3.2.1.7 Parking

In an effort to maintain an aesthetically-pleasing view for motorists traveling through the park, this specific plan prohibits on-street parking on any streets within the CRC, with the single exception of daytime, peak hour overflow parking on the east side of Van Allen Way, adjacent to the Area 2a commercial site. On-street parking on this east side of Van Allen Way is determined to be necessary because of the mid-day lunch rush parking demand at The Island at Carlsbad commercial center. This short-term demand occasionally exceeds the number of onsite parking spaces available at the center. Signage shall be provided along this section of Van Allen Way which allows this limited on-street parking period.

3.2.2 Entry and Intersection Statements

The CRC is accessed via four primary entries. The primary entry to the CRC occurs from the eastern edge of the park, at the intersection of Faraday Avenue and El Camino Real. The other three entries are from the north, south and west, respectively as follows; College Boulevard at El Camino Real, College Boulevard South (along the southern CRC boundary line) and Faraday Avenue West (along the western CRC boundary line).

All entries share a common, formal landscape entry theme which will include CRC entry monumentation signs, majestic Canary Island date palm "gateway" framing, and formal plantings which include selected flowering shrubs, ground cover and perennial color. All entry landscape elements are also utilized at the the central, most prominent internal intersection of the CRC (Faraday Avenue and College Boulevard).

Other arterial intersections and all prominent secondary street intersections within the CRC are landscaped with formal treatments that include Canary Island pines, understory flowering trees, selected flowering shrubs and ground covers and perennial color. Other intersections as secondary streets utilize American sweet gum trees, understory flowering trees, selected flowering shrubs and ground covers and perennial color.

All entry and intersection landscape is to be provided a comprehensive, high level of maintenance. Likewise, all entry and intersection plantings utilize the amount of irrigation water necessary to sustain vigorous growth. Uniform plant material selections are repeated in a hierarchic manner throughout the park to provide an attractive, unified, cohesive design statement.

3.2.3 Open Spaces

The CRC Owner's Association also maintains open spaces, including Emerald Lake and several acres of ornamental and natural, chaparral-covered hillside within the business park. Emerald Lake is a body of water which is surrounded by turf-areas and a large, hardscape area located on the western side of the park, owned, managed and maintained by the Owner's Association. Emerald Lake functions as both a passive recreation area and also as a storage reservoir for recycled water. Emerald Lake is surrounded by research and development

buildings, and open spaces. Both upstream and downstream from Emerald Lake, desiltation basins serve to manage, contain and cleanse upstream runoff before it leaves the CRC site. The runoff eventually drains downstream through The Crossings public golf course to Agua Hedionda Lagoon. Emerald Lake is available to the park owners and tenants as a common area open space facility.

3.3 Individual Lot Site Design

The design of individual lots within the CRC is an integral part of the overall consistency of theme in the park. The intent of this section is to provide the maximum opportunity for creative site planning and building on individual parcels, while ensuring that the development is established and maintained in a manner consistent with a high-quality industrial park development. The curvilinear nature of the public street pattern within the CRC, the differences in pad elevations, and range of lot sizes and shapes, all contribute to a pleasing variety of setbacks, separations between buildings, building heights, and assortment [within an allowed range] of architectural styles. As a counterpoint to this variety, strong visual continuity will be provided by common landscape treatment along all of the public streets.

Adequate on-site parking shall be provided for the proposed uses and no on-street parking will be allowed, except for limited parking on the east side (adjacent to Area 2a) of Van Allen Way. Convenient and logical entrance drive locations must be readily observable to visitors. Site design shall provide minimum conflict between service vehicles, private automobiles, and pedestrians within the site.

Signage will be controlled in Area 1 in order to achieve aesthetic continuity, and to avoid clutter and visual confusion. Area 1 signage is intended for directional and location purposes. No signs will be allowed for advertising except for limited advertising signage on commercial Area 2a. Building identification and directional signs will be allowed within narrow guidelines.

3.3.1 Architectural Guidelines

Architecture will be evaluated based on its compatibility and relationships to the landscape and vice versa. All development projects within the specific plan area shall comply with the architectural guidelines of this plan.

3.3.1.1 Building Massing and Form

The form and massing of individual buildings, including height, bulk and scale, is a critical element in creating character and unity within the CRC streetscape. In order to ensure that building mass and form reinforces, complements and enhances the visual character of the streets within the CRC, and to ensure the distribution of building height and mass occurs in a manner that is compatible with surrounding or nearby development, all proposed development in the CRC shall comply with the following requirements.

1. All buildings shall have a horizontal appearance brought about by the use of horizontal bands and fascia to minimize the verticality of the structure.

2. Building exterior walls shall be visually reduced to human scale by; (a) fragmenting into smaller or multiple structures, (b) provision of mature landscaping and land form manipulation, (c) wall texture and accent placement, (d) clustering small-scale elements such as planter walls around the major form, and/or (e) creation of a horizontal shadow line.
3. Radical theme structures, signage, building and roof-forms, which draw unnecessary attention from public thoroughfare to the building, shall not be acceptable.

All buildings shall be designed by an architect registered in the State of California and shall bear the license number and seal when plans are submitted for design review. All landscape plans shall be designed by a landscape architect licensed in the State of California and shall bear the license number and seal when plans are submitted for design review.

3.3.1.2 Acceptable Architectural Styles

The architectural concept for the CRC should reflect modern, simple rectangular forms, but may be contrasted with rounded or diagonal forms.

Buildings should display a variety of textures in an integrated manner, providing interest through cast reveals, projections, texturing of concrete or offsetting ceramic tile or glass. It is not the intent of these concepts and guidelines to establish a specific design theme, but to assure well considered design solutions that are compatible with the project's physical and manmade characteristics.

Buildings constructed within Area 2a (commercial) shall be pedestrian-oriented, one or two stories in height. Service stations must orient toward the interior of the parcel within which they are located.

3.3.1.3 Building Materials

Exterior wall materials for buildings within the CRC should be simple, utilizing consistent and compatible materials and details. One dominant material should be selected and expressed with its own natural integrity. Building materials shall comply with the following requirements:

1. Exterior building materials that convey permanence, substance, timelessness and restraint, are required.
2. Low maintenance materials should be a major consideration;
3. Materials shall blend with those existing in existing adjacent lots of the CRC. Treated concrete, masonry, ornamental plaster and/or stone are permitted. Exterior high-performance glass materials are encouraged.

4. Pre-engineered metal buildings and industrial type structures featuring predominantly painted exteriors, and corrugated metal sided buildings are prohibited.
5. Buildings with split or concrete block appearance are prohibited. Stucco, metal, wood or plastic are prohibited as dominate materials, although they may be used for trim or decorative elements.
6. Drainage pipes on building fronts must be located within the interior of the walls of the structure and not visible or exposed to the exterior.
7. Buildings, materials, paint, landscaping and parking lot paving/stripping all must be maintained at a high level.

3.3.1.4 Roof Design and Materials

Roof lines may be used to help delineate building entries, introduce additional shapes, angles and shadows; and add visual interest to the tops of buildings, but should also be designed as an integral component of the form of the building, its mass, and its facade. Long continuous parapets shall be broken to add hierarchy, scale and visual interest. Distinctive roof forms shall be used to distinguish entry points.

In instances where flat roof areas can be viewed from above, care should be taken that all roof vents, roof mounted mechanical equipment, pipes, etc. are grouped together and painted to match roof color to reduce their appearance.

Sloped Roofs. Sloped roof treatments are acceptable with certain exceptions. Sloped roofs may be of any traditional roof material except corrugated metal, wood, fiberglass, and asphalt unless specifically approved by the ARC.

Mechanical Equipment Screening. All roof mounted mechanical equipment shall be screened by parapet walls or screening. Screens shall be attractive in appearance and reflect or complement the architecture of the building to which they belong. All screening shall be the height of the mechanical equipment at a minimum. Consideration will be given to the view plane of adjacent developments.

3.3.1.5 Colors and Textures

Sensitive alteration of colors and materials can produce diversity and enhance architectural forms. The use of variation in materials, use of sandblasting of concrete, fluting, tile accents and other texture treatments are to be preferred over the use of painted bands. Simple and uniform texture patterns are encouraged to create shadow patterns which will reduce the high visibility of the building. Variations in color shall be kept to a minimum. Colors shall be subdued in tone. Accent colors may be used to express corporate identity.

Building colors shall be compatible with surrounding buildings in the area, and with other structures on the lot.

3.3.2 Landscape Design Guidelines

The high quality environment of the CRC is established, in large part, by the landscape treatment. The landscape treatment is intended to give consistent structure and identity to the overall project. Landscaping of on-site areas (within the lots) will be the responsibility of individual parcel owners, and will be reviewed and approved by the ARC and the City as part of the development site plan approval and building permit process. These landscaped areas include building and parking setbacks, parking areas, buffers and areas directly adjacent to buildings. The landscape for these areas will provide a mixture of trees, shrubs, vines, groundcover and turf, as appropriate. Landscape dominated by xeriscape, cactus, succulents or rocks is prohibited. The overall intent is to establish a sense of cohesiveness and harmony of uses as well as create a park-like identity that will soften the building elements and any large areas of paving. The quantity and actual placement of trees, shrubs, groundcover and turf shall be adequate to screen, shade and soften buildings and their associated parking and loading areas from adjacent public streets and from adjacent lots.

Submittal and approval of a Landscape Plan by the ARC of the CRC Owner's Association and by the Carlsbad Planning Department are required prior to installation of any new landscaping on a lot within the park. Replacement or rehabilitation of dead or unhealthy landscaping in a manner that is consistent with the original approved landscape plan shall not dictate review and approval by these entities.

3.3.2.1 Landscape Coverage

A minimum of 15% of each building site shall be fully landscaped. A larger percentage is encouraged particularly in the streetscape zone where larger setbacks and taller buildings dictate. All landscaped areas shall be provided with automatic, recycled water approved irrigation systems and shall be maintained in a neat and orderly fashion. The required landscaping may be distributed in any fashion, but shall at a minimum include the following areas.

3.3.2.2 Front Yard Landscaping

The front yard (the yard between the building and the street) landscaping is defined as that portion of the site adjacent to the street, including the right-of-way and the streetside setback area. The streetside setback area includes the area identified as the LMA (discussed earlier in this chapter), which starts at the back of public sidewalk, with a depth into the front of the lot of approximately 30-feet on arterials (plus parts of Priestly Avenue), and a depth of approximately 15 feet on all remaining streets, as indicated in Section 3.2.1.6 of this specific plan. The property developer will provide the original landscaping of the front yard in conjunction with the landscape contracting for the balance of the property. From that point on, the LMA will be maintained by the Owner's Association, to ensure high-quality consistency of maintenance of this important landscape theme area. LMA's of vacant lots have been fully installed. Any damage due to construction on the lot shall be repaired by the lot owner at the lot owner's expense.

1. General Statement. Landscaping in the LMA and other front yard areas shall consist of an effective combination of streets trees, trees, groundcover, and shrubbery. A meandering "urban forest" street tree concept shall identify arterials with the exception of Priestly Drive, which supports a double row of street trees. A single row of uniformly spaced trees is planted on all remaining streets.
2. Arterial Roadways. On all arterial roadways (El Camino Real, College Boulevard, and Faraday Avenue), the entire area between the curb and the building setback line shall be landscaped, except for any approved driveway within this area.
3. Other streets. The entire area between the back of sidewalk and a point 15 feet back into the front of the lot shall be landscaped except for any approved driveway within this area.
4. Berms. Landscaped berms not exceeding 42 inches in height are encouraged in order to shield parked vehicles in locations where the parking would be otherwise visible from the street.
5. Intersections. Landscaping and berms, except trees, along all streets and boundaries shall be limited to a height of not more than 2 ½ feet within the a sight-distance triangle bounded by a line drawn between points 35 feet in each direction from the intersection of the right-of-way lines prolonged.

3.3.2.3 Interior Landscaping

The interior zone encompasses all site features from the setback line to the property lines of each parcel. This zone is subject to the design of the owner and thus is meant to have a greater degree of flexibility than the streetscape zone. Concern in this area is focused on landscaping, parking areas, rear and side property lines, and accent planting around buildings.

All unpaved areas not utilized for parking and storage, or designated undeveloped areas, shall be landscaped utilizing groundcover and/or shrub and tree materials.

Undeveloped or unpaved areas proposed for future expansion shall be maintained by developer/owner/lessee in a weed-free condition, but need not be landscaped.

3.3.2.4 Parking Lot Landscaping

Trees, equal in number to one per each five parking stalls, shall be provided in the area. The trees may be distributed evenly throughout the area or may be grouped or clustered in order to create a random pattern. Additional parking lot requirements are as follows:

1. Tree wells and planter areas within paved areas shall provide a minimum three foot clear plant space.

2. Curbs shall be used in lieu of wheel stops around tree wells and planting areas.
3. Parking lots are to be planted with a low overhead canopy of trees while the periphery of the lot is to be planted with evergreens in mass planting.
4. The use of a single tree species throughout parking area is encouraged. If special soil or site conditions prevent the use of the recommended trees, the property owner should recommend an alternative to the ARC in the application and explain the basis therefore.
5. Areas used for parking shall be landscaped in such a manner as to interrupt or screen said areas from view from access streets and adjacent properties. Plant materials used for this purpose shall consist of linear or grouped masses of shrubs and/or trees.

3.3.2.5 Slope Banks

All manufactured slope banks greater than 5:1 or 6 feet in vertical height and adjacent to public rights-of-way shall be stabilized, planted and irrigated.

3.3.2.6 Recycled Water Irrigation

The developers of all lots within the CRC shall install a dual water system so that all landscaped areas will be maintained with reclaimed water.

3.3.3 **Landscape Maintenance**

The Owners Association shall maintain all enhanced entry statements, public street frontages, enhanced corner planting areas, mini-parks, fill and cut slopes adjacent to public streets, and other areas shown on the Common Areas Maintenance Map.

3.3.3.1 Private Lot Maintenance

A few selective lots currently maintain portions of the LMA. Private lot owners that are maintaining some or all of the LMA fronting their lot are responsible for continued, uninterrupted irrigation service to all plantings being serviced by their irrigation system. Trees, shrubs and other types of ground cover installed by the lot owner or previous lot owners shall be maintained in a condition that meets standards acceptable to the CRC Owner's association. All street trees installed by the Owner's association and all turf occurring within the LMA shall be maintained by the Owner's association unless other arrangements are made for specific areas. The private lot owner shall under no circumstances damage or change the existing vegetation of any LMA, even in those areas installed by the owner, unless the lot owner has received CRC board approval to change the existing landscape. All proposed landscape design changes in any LMA area must be submitted to the ARC for review and approval prior to implementation.

3.3.3.2 Maintenance of Unimproved Sites

Sites that are not improved or built upon shall be maintained in a clean and neat appearance by the property owner. Weeds, brush, and trash will be removed twice a year; once in the spring and once in the fall. The CRC Owner's Association and its representatives have the right to perform the necessary maintenance and charge the individual tenant or property owner as required.

4 DEVELOPMENT REGULATIONS

4.1 General Provisions

This chapter provides standards which are intended to restrict uses to those allowed herein, and to allow unique and efficient site planning and building design on individual parcels, while maintaining regulations assuring the level of quality consistent with the objectives of the CRC. This list is more restrictive than the C-M Zone (CMC Chapter 21.30) however it is consistent with the original approved specific plan, and will serve to ensure that only uses that are clean and compatible industries are allowed within the CRC. As such, this list of uses supersedes the list identified in the C-M Zone.

4.2 Permitted Uses

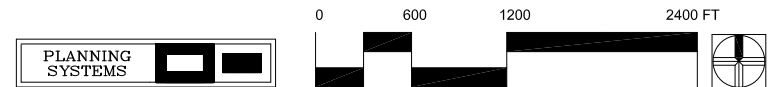
The following are the list of permitted uses within the industrial (Area 1), commercial – retail (Area 2a), commercial – tourist (Area 2b) and public park (Area 3) planning areas within the CRC.

4.2.1 Area 1 Permitted Uses

The following uses are permitted in Area 1:

1. Uses engaged primarily in research activities, including research facilities, developmental laboratories, and compatible light manufacturing such as, but not limited to, the following:
 - a. Biochemical;
 - b. Chemical;
 - c. Electronics;
 - d. Film and photography;
 - e. Medical and dental;
 - f. Metallurgy;
 - g. Pharmaceutical;
 - h. X-ray.
2. Manufacture, research assembly, testing and repair of components, devices, equipment and systems, and parts and components.
 - a. Coils, tubes, semi-conductors;
 - b. Communication, navigation, guidance, and control equipments;
 - c. Data processing equipment, including computer software;
 - d. Glass edging and silvering equipment;

- e. Graphics and art equipment;
 - f. Metering equipment;
 - g. Radio and television equipment;
 - h. Photographic equipment;
 - i. Radar, infrared, and ultraviolet equipment;
 - j. Optical devices and equipment;
 - k. Filling and labeling machinery.
3. Light manufacturing, processing, and/or assembly of the following or similar products:
- a. Food products;
 - b. Apparel and finish products from textile products;
 - c. Lumber and wood products;
 - d. Furniture and fixture products;
 - e. Chemical and allied products;
 - f. Plastic and rubber products;
 - g. Stone, clay, and glass products;
 - h. Fabricated metal products;
 - i. Professional, scientific, controlling, photographic, and optical products or equipment.
4. Service industries or those industries providing a service as opposed to the manufacture of a specific product, such as the repair and maintenance of appliances or component parts, tooling, printers, testing shops, small machine shops, shops engaged in the repair, maintenance, and servicing of such items, excluding automobile and truck repair, and excluding equipments rental yards.
5. Industries engaged in the distribution and/or storage or warehousing of products similar to those listed in other permitted uses in this group.
6. Construction industries such as general contractors, electrical contractors, plumbing contractors, etc., and their accessory and incidental office uses.
7. Blueprinting, photostatting, photoengraving, printing, publishing, and bookbinding.
8. Administrative and professional offices, limited to: a) offices which are associated with any permitted industrial use, or b) offices which do not attract nor are primarily dependent upon business customers visiting the office. Permitted offices include, but are not limited to, corporate offices, regional offices, general offices, and professional offices as accountants, attorneys, engineers, architects, and planners. Prohibited offices include, but are not limited to, banks and financial institutions, medical and dental offices, employment agencies, real estate agencies, and travel agencies.
9. Employee cafeteria, cafe, restaurant, or auditorium accessory with and incidental to a permitted use (intended primarily for the express use of those persons employed at the firm or use where such incidental use is applied).
10. Accessory uses and structures when related and incidental to a permitted use such as, but not limited to, food preparation, food service, and eating facilities.



Carlsbad Research Center

Specific Plan

Area 1 - Industrial Land Use
FIGURE 15

11. Warehouses, intended for use for retail or public sales, and churches are prohibited.

Area 1 Conditional Uses. Delicatessens are allowed subject to issuance of a conditional use permit (CUP). Said CUP is subject to the following findings:

1. That the requested use is necessary or desirable for the development of the community, and is in harmony with the various elements and objectives of the general plan, including the specific plan;
2. That the requested use is not detrimental to existing uses or to uses specifically permitted in the zone in which the proposed use is to be located;
3. That the site for the proposed conditional use is adequate in size and shape to accommodate the yards, setbacks, walls, fences, parking, loading facilities, buffer areas, landscaping and other development features prescribed in this code and required by the planning director, planning commission or city council, in order to integrate the use with other uses in the neighborhood;
4. That the street system serving the proposed use is adequate to properly handle all traffic generated by the proposed use.

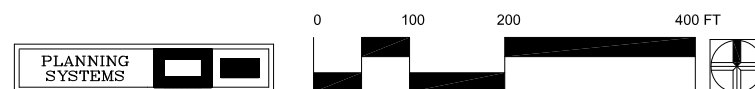
Churches, furniture stores and similar uses which cater directly to the public are specifically prohibited.

4.2.2 Area 2a Permitted Uses

Area 2a is designated for community, regional service, industrial support uses, and business and professional office uses.

Commercial areas in the Carlsbad Research Center are intended to service the needs of the employees and businesses located in this business park. The commercial uses are not intended and will not be designed to draw traffic from outside of the business park. Permitted uses in Area 2a are as listed below. This list is intended to be "exclusive", and thus uses not listed are not allowed.

1. Retail commercial businesses (oriented to needs of park employees);
2. Commercial service businesses (oriented to needs of park employees and businesses);
3. Personal service businesses;
4. Financial service businesses;
5. Blueprinting, photostatting, photoengraving, printing, publishing, and bookkeeping;
6. Administrative, professional, and business offices;
7. Health or athletic club facilities;
8. Service stations;
9. Restaurants.
10. High-volume or high traffic-generating commercial uses may be allowed subject only to issuance of a CUP in accordance with the findings referenced in Section 4.2.1.



Carlsbad Research Center

Specific Plan

Area 2 - Commercial Land Use
FIGURE 16

4.2.3 Area 2b Permitted Uses

Area 2b is designated for commercial – tourist uses. As such, the following uses are allowed on Area 2b:

1. Hotels and motels;
2. Uses that are specifically accessory to hotel or motel uses.

4.2.4 Area 3 Permitted Uses

Area 3 is designated as a public park with ballfields. As such, the following uses are allowed on Area 3:

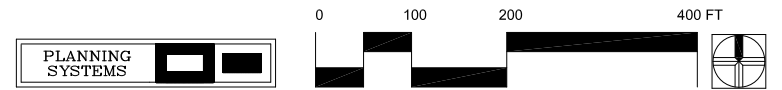
1. Ballfields;
2. Uses normally associated specifically with a public park and ballfields.

4.2.5 Restrictions on Non-Residential PUD's

Non-residential PUD's shall be allowed within the CRC pursuant to Chapter 21.47 of the CMC. However, such PUD's may not exceed 5% of the overall gross area of the CRC. Applications for PUD's must be considered in the context of the broader goals of the CRC and not allowed to be a dominant land use configuration.

It is not the intent of this specific plan to encourage PUD's. The PUD concept is contrary to the substantive model of CRC development, which is individual access to a public street from each building. As such, PUD's move away from the free-standing building with independent public street frontage concept upon which the CRC was founded. As such, PUD's should be allowed only under very limited circumstances, and only when a finding is made that the PUD-designed development will result in a "campus-type" development, which will maintain the appearance of free-standing building(s) with individual public street frontage. Approved PUD's must be found to be compatible with the surrounding neighboring projects.

One office building within the CRC presently has been approved for office condominiums. As such, the internal makeup of the building is divided up amongst a number of condominium ownerships. Notwithstanding the fact that this office condominium project exists, it is the intent of this specific plan to disallow any additional condominium subdivisions within the CRC. Thus, any further condominium subdivision of buildings within the CRC is prohibited.



Carlsbad Research Center

Specific Plan

Area 3 - Public Park
FIGURE 17

4.2.6 Existing Non-Conforming Uses

Existing legally non-conforming uses shall be encouraged to comply with existing policies and regulations as identified in this specific plan.

4.2.7 Other Use Restrictions

This CRC Specific Plan contains a number of restrictions on uses that are specifically applicable to developments and businesses within the CRC:

4.2.7.1 Outside Storage

Outside storage within parking lots or other visible on-site area is prohibited in the CRC. Such prohibited outdoor storage shall include materials, supplies, pallets, or equipment, including the parking of all company-owned or operated motor vehicles with the exception of regular passenger vehicles (automobiles). Storage outside of the main structure is allowed only when fully screened consistent with Section 4.3.2.4 of this specific plan.

All exterior on-site utilities, including but not limited to drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communications wires and equipment, shall be installed and maintained underground.

On-site underground utilities shall be designed and installed to minimize the disruption of off-site utilities, paving, and landscape during construction and maintenance, and shall be of such a design so as not to place excessive burdens upon off-site utility systems during use.

No antenna or device for transmission or reception of any signals, including but not limited to telephone, television, and radio, shall be placed on any device so that it is visible from five (5) feet above the ground or ground floor level at a distance of five hundred (500) feet in any direction, unless specific written approval is granted by the ARC. Temporary overhead power and telephone facilities are permitted only during construction.

4.2.7.2 Noise Generation

Excessive noise generation shall be prohibited in the CRC. Noise in excess of 70 decibels (American Standard for noise level meters) shall be prohibited; (a) for a cumulative period of more than 30 minutes in any hour; or (b) 70 decibels plus 5 decibels for a cumulative period of more than 15 minutes in any hour; or (c) 70 decibels plus 10 decibels for a cumulative period of more than 5 minutes in any hour; or (d) 70 decibels plus 15 decibels for a cumulative period of more than 1 minute in any hour; or (e) 70 decibels plus 20 decibels for any period of time.

CRC industrial lots that are located within the northwestern section of the business park abutting the residential area to the north of CRC, shall be subject to a more restrictive noise standard which shall be limited at 60 decibels, plus standards (a) through (e) listed above.

Excessive air pollution shall be prohibited in the CRC. Buildings or lots may not produce excessive vibrations, heat, glare, or electrical disturbances beyond the boundaries of the specific site. Air pollution detectable by the human senses without the aid of instruments, shall be prohibited beyond the boundaries of the site. Emissions which endanger human health can cause damage to animals, vegetation, or property, or which can cause spilling at any point beyond the boundaries of the site shall be prohibited. Odor detectable by the human senses without the aid of instruments beyond the boundary of the site shall also be prohibited.

4.2.7.3 Hazards on Private Property

No portion of the property shall be used in violation of the performance standards of this plan or in such a manner as to create a public or private nuisance. No operation of activity shall cause the emission of any smoke, fly ash, dust, fumes, vapors, gases or other forms of air pollution which can cause damage to human health, vegetation or other forms of property, or which can cause excessive soiling on any other parcel. No operation of activity shall cause any source of electrical or electronic disturbance that adversely affects persons or the operation of any equipment on any parcel that is not in conformance with the regulations of the Federal Communications Commission. Unless intended as part of a master lighting plan, no operation, activity or lighting fixture shall create illumination which exceeds five (5) foot candles on any adjacent property, whether the illumination is direct or indirect light from the source. No operation shall discharge at any point into any public or private street or drive, public sewer, storm drain, or into the ground, any materials which can contaminate any water supply or otherwise cause the emission of dangerous or offensive elements, all open areas shall be landscaped, surfaced or treated and maintained permanently in a dust-free condition, all mechanical and electrical equipment shall be located and operated in a manner that does not disturb adjacent uses and activities, no loudspeakers, bells, buzzers or other noise attention or attracting devices exceeding 60 decibels at any one time beyond the boundaries of the property within which the noise is created, is allowed, no operation or activity shall be permitted which emits odorous gases or odorous matter in such quantities as to be dangerous, injurious, noxious or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the property within which the odor is created, no operation or activity shall be permitted to cause an earth-borne oscillation that is continuous and occurring more frequently than 100-times per minute beyond the property within which the vibration was originally created.

Placards or other appropriate signage shall be maintained in all uses indicating the storage location of hazardous materials.

4.2.8 Special Events

Occasionally, organizers of special events, such as promotional activities or special sales affairs, request approval to conduct a special event in the CRC. Such events may involve the temporary erecting of a sales tent, or accumulation of products outdoors, or the organization of a sporting event, etc. These types of events are a departure from the original intent of the CRC park operations. Special events may be allowed within CRC in conjunction with approval of a minor CUP by the City of Carlsbad pursuant to CMC 21.42.070. Such special events shall not be approved if they become a frequent occurrence, or otherwise prove to be a disruption to neighboring properties.

4.3 Development Standards

The development standards articulated in this section are intended to promote well designed and compatible development within the CRC. All development or re-development proposed within the CRC shall comply with the following requirements.

4.3.1 Building Height

Structures up to 35 feet in height are permitted in accordance with approval of the ARC and issuance of a building permit by the City of Carlsbad Building Department, subject to the provisions of this specific plan. Structures may exceed 35 feet provided that the structures are designed and located to provide adequate setbacks from adjacent public streets and adjacent properties. Thus, on buildings exceeding 35-feet in height, the site plan shall provide a larger streetside setback, i.e.; the required streetside setbacks for any arterial or collector street should be increased by one (1) foot for each one (1) foot of building height in excess of 35 feet, and the plan shall be found to not adversely impact other developments in the area. In order to encourage variation in setbacks and building heights, these increased setbacks shall apply only to building elements exceeding 35 feet. Thus, a low-rise element could observe the original setbacks, and taller elements have increased setbacks. Buildings exceeding 35 feet in height should have a maximum floor area ratio of 2:1.

No site development plan shall be approved under this specific plan until that finding can be made that all buildings in excess of 35 feet in height contain an interior sprinkler system and that fire prevention and fire suppression materials and/or equipment have been incorporated into buildings over 35 feet.

In addition, the air above the CRC is overflowed by aircraft using McClellan-Palomar Airport, and is considered "protected airspace" per the McClellan-Palomar Airport Land Use Compatibility Plan (3/4/10). As a result, the CRC lots are all located within Review Area 1 of this Plan. Increases in building height that may be proposed on CRC lots are subject to notification and review by the San Diego County Airport Land Use Commission for consistency with this Plan.

Also, increases in building height as allowed in this section, could result in additional floor area. Additional floor area could result in the need for more parking spaces than can be accommodated with a surface parking lot layout. As such, the inclusion of a parking structure could allow the site plan to accommodate the necessary additional parking spaces. Parking structures are not considered a preferred design option in the CRC, however they may be allowed only if designed in a low-key, compatible way, as required per section 4.3.2.3 of this specific plan.

4.3.2 Site Planning Design

The following Site Planning Design criteria are established in order to ensure that the CRC is developed as a high-quality business park within a park-like environment. These design criteria place strong emphasis on the factors that influence the appearance and functionality of the CRC. These criteria compliment and are consistent with the intent and purpose of the specific plan.

Site design shall include controlled site access, separate auto and truck circulation when feasible, separate service area and service access, convenient public access and visitor parking, screening of storage, work areas and utility equipment from streets and public areas, provision for screen walls where appropriate, emphasis on public street frontage, building entry and landscaping.

The following should be taken into consideration when designing a site within the CRC;

1. Avoid long, linear building expanses along the streetscape through the provision of varied setbacks and building heights;
2. Limit the amount of parking between buildings and the street;
3. The orientation of buildings should complement adjacent buildings and landscaping;
4. Buildings should have their public entrances oriented toward the adjacent street to the extent possible;
5. Conflict between different modes of movement should be minimized. Separations between onsite pedestrian, bicycle and automobile movement paths should be provided, wherever possible, by design elements such as changes in grade, materials, landscaping, screens or structures.
6. Onsite circulation systems should be logical and easily understood by the visitor. For example, where one-way movement is necessary, the design of the circulation system should discourage individuals from entering an exit. In addition, service access routes should not conflict with other onsite circulation paths.
7. The pedestrian circulation system should provide direct, safe and adequate movement paths between individual project developments and the street sidewalks.
8. Entry statements (textured pavers, landscaping, monumentation) are encouraged at parking lot entries.

4.3.2.1 Site Coverage

The maximum building coverage of all buildings including accessory buildings, but not including parking structures or surface parking, shall not exceed 50% of the gross lot area. However, in order to prevent excessive coverage of the buildable portion of such lots, maximum coverage shall be limited to 75% of the buildable area or 50% of the gross lot area, whichever is less. The buildable area of the lot is defined as the gross lot area minus those slope areas, natural open space areas, and canyon areas included in the common space maintenance easements. A minimum of at least 15% of the area within the property lines of a development site shall be devoted to landscaping.

4.3.2.2 Setbacks

All setbacks shall be measured from the property line. For the purpose of this ordinance, a streetside property line is that line shared with the right-of-way of the public street.

Streetside Setback. No structure shall be located within 30 feet of any streetside property line adjacent to an arterial or collector street, or within 20 feet of any streetside property line adjacent to a local or cul-de-sac street. The following improvements are specifically permitted in the streetside setback:

- a. Walks;
- b. Paving and associated curbing, except that vehicle parking area shall not be permitted within 30 feet of the streetside property line of arterial or collector streets or within 10 feet of the streetside property line of local or cul-de-sac streets.
- c. Landscaping;
- d. Planters, architectural fences, or walls not to exceed 42 inches in height.
- e. Unsupported roofs or sun screens attached to main buildings may project up to six feet into the setback area.

In the case of through lots extending from street to street, both street frontages shall be treated as a streetside setback.

Planters, walls, and sign elements not exceeding three feet in height may be permitted in streetside setback areas with the express written approval of the ARC. Roof overhangs may extend a maximum of six feet into setback areas. The remaining setback area shall be fully landscaped in a manner both compatible with and complementary to the landscape easements, as well as the on-site architecture and landscape design concepts.

Interior Setback. A ten foot minimum planting strip is to be provided continuously along and adjacent to all interior property lines. All site drainage shall be directed away from the ten foot zone. A maximum slope of 2:1 is allowed within the ten foot planting zone. A one foot minimum flat transition shall be provided at the top and bottom of all slopes within this zone. Where two properties adjoin, there shall be a twenty foot zone created by the two ten foot required landscape planting strips on each side of a property line. Walls or fences separating adjoining parcels may be permitted when located at the property line. Chain link or similar metal fencing is prohibited.

4.3.2.3 Parking

All buildings in CRC shall contain adequate on-site parking to accommodate the needs of the proposed uses on that lot. It is the intent of this specific plan that on-street parking not be included in the parking count for any particular lot or use. Parking counts shall be per the requirements of CMC Chapter 21.44 except as indicated below. The standards listed below exceed the regular City standards and shall be used to determine parking requirements for these uses:

1. Manufacture, Research, and Assembly. One space for each 500 square feet of floor area.
2. Warehouse. One space for each 1,000 square feet of floor area for the first 20,000 square feet; one space for each 2,000 square feet of floor area for the second 20,000 square feet; one space for each 4,000 square feet of floor area for areas in excess of the initial 40,000 square feet of floor area of the building.
3. Laboratories. One space for each 500 square feet of floor area.
4. Call centers. One space for each 250 square feet of floor area.
5. Commercial (Area 2a only).
 - a. Retail and Service Commercial. One space for each 300 square feet of gross floor area.
 - b. Restaurants. One space for each 100 square feet of gross floor area.
 - c. Multiple Use. Where two or more uses occupy a single structure, the parking requirements shall be determined by calculating the requirement for each use individually based on its proportional share of the total floor area. No change to a use requiring more parking will be allowed unless the additional parking for the new use is provided. If additional parking is not added as required, the City shall deny any license or permit applications required for such uses by the Carlsbad Municipal Code.
6. Commercial Tourist (Area 2b only).
 - a. Hotels/Motels. One space for each guest room.

The City of Carlsbad Planning Director may approve the reduction in size of up to 25% of the total required parking spaces to accommodate compact cars provided that;

1. Compact car spaces are located in separate parking aisles from standard-sized spaces;
2. Aisles and spaces for compact car spaces are clearly marked with permanent material denoting 'Compact Car Only';
3. Compact car spaces shall be located in close proximity to the facility which they serve so as to encourage their maximum usage;
4. Compact car spaces must be a minimum width of 7 ½ feet and a minimum length of 15 feet. All parking spaces shall be clearly marked.

All handicapped parking spaces shall be located pursuant to state requirements as close as possible to the entrance(s) to the use which they are intended to serve, and oriented so that the user of the handicapped parking space need not go past the rear of automobile parking spaces in order to reach the building's main entrance.

Parking structures may be developed in conjunction with an approved building subject to the requirement that such structure not be visible from the street and be architecturally compatible with the occupied buildings on the site, and in compliance with the regulations identified in Section 4.3.1 and 4.3.2 of this specific plan.

No on-street parking is allowed on any public street within the CRC, with the single exception of the east side of Van Allen Way, south of Faraday Avenue, during daytime, peak hours only.

4.3.2.4 Storage and Loading Areas

The following criteria shall apply to all storage, service, maintenance and loading areas:

1. Any equipment storage not contained within the main structure shall be fully visually screened from adjacent streets and property. Said screening shall consist of a wall constructed in an architectural style similar to adjacent structures and of compatible materials as approved by the Planning Director and the ARC, not less than a height sufficient to fully conceal the stored materials
2. No storage shall be permitted between streetside and the building line or be visible from the street.
3. No storage areas may extend into a required setback area.
4. No storage areas may eliminate any required parking space(s).
5. Streetside loading shall be allowed provided the loading dock is set back a minimum of 70 feet from the street right-of-way line. Said loading area must be screened from adjacent streets.

4.3.2.5 Refuse Collection Areas

Outdoor refuse collection areas shall comply with the following criteria:

1. All outdoor refuse collection areas shall be completely enclosed and screened from access streets and adjacent property by a wall constructed of durable material, as approved by the planning director, not less than six feet in height. All such areas shall have concrete floors, and shall be sufficient size to contain all refuse generated by the business. These areas shall be no less than six by eight feet in size.
2. No refuse collection areas shall be permitted between the streetside and the building line.

3. Refuse collection areas should be effectively designed to contain all refuse generated on-site and deposited between collections. Deposited refuse should not be visible from outside the refuse enclosure.
4. Refuse collection enclosures should be designed of durable materials with finishes and colors which are unified and harmonious with the overall design theme of the project, constructed in an architectural style similar to adjacent structures and of compatible materials.
5. Refuse collection areas should be properly situated upon the lot in order to provide clear and convenient access to refuse collection vehicles and thereby minimize wear and tear to on-site and off-site improvements.
6. If provided, recycling bins shall be installed in conjunction with the refuse collection bins.

4.3.2.6 Screening of Equipment

Exterior mechanical, electrical and related equipment shall comply with the following criteria:

1. Exterior components of roof-mounted equipment, including plumbing, processing, heating, cooling, and ventilating systems (including but not limited to piping, tanks, stacks, collectors, heating, cooling, and ventilating equipment fans, blowers, ductwork, vents, louvers, meters, compressors, motors, incinerators, ovens, etc.) shall not be directly visible from a height of five feet above any ground or ground-floor elevation at a distance closer than 500 feet from the closest building wall on any lot.
2. All onsite electrical lines (excluding transmission lines) and telephone lines shall be placed underground. On-ground electrical transformer or terminal equipment shall be visually screened from view from streets and adjacent properties. Visual screening may be provided through construction of an enclosure. If an enclosure is necessary, transformer enclosures should be designed of durable materials with finishes and colors which are unified and harmonious with the overall architectural theme.
3. It is recommended, in the case of roof-mounted mechanical equipment, that building parapets be of such a height that separate roof-mounted screening devices will not be required. If building parapets do not provide the required screening, mechanical equipment shall be screened by an unobtrusive screening device that will appear as an integrated part of the overall architectural design.
4. Any devices employed to screen exterior components of plumbing, processing, heating, cooling, and ventilating systems from direct view shall appear to be an integrated part of the architectural design and, as such, shall be constructed of complementary and durable materials and finished in a texture and color scheme complementary to the overall architectural design.

5. Any exterior components of plumbing, processing, heating, cooling, and ventilating systems and their screening devices which will be visible from upper floors of adjacent buildings shall be kept to a visible minimum, and shall be installed in a neat and compact fashion, and be painted such a color as to allow their blending with their visual background.
6. No exterior components of plumbing, processing, heating, cooling, and ventilating systems shall be mounted on any building wall unless they are integrated into an architectural design feature, and in any case, shall be permitted only with the written approval of the ARC.
7. The ARC must provide written approval of all screening equipment, materials and locations.
8. In visually prominent areas, ancillary electrical equipment normally mounted on the exterior of a building shall be mounted on the interior of a building wherever possible. When interior mounting is not practical, electrical equipment shall be mounted in a location where it is substantially screened from public view. In no case, shall exterior electrical equipment be mounted on the streetside or primary exposure side of any building.
9. Exterior mounted electrical equipment and conduits shall be kept to a visible minimum. Where visible, such exterior mounted equipment shall be installed in a neat and orderly fashion, and shall be painted to blend with its mounting background.

4.3.2.7 Walls and Fences

Walls and fences shall comply with the following criteria:

1. No fence or wall exceeding three (3) feet in height shall be constructed closer than thirty (30) feet from the curb line of a fronting street.
2. No exterior fence or wall, including retaining walls, shall exceed a height of eight (8) feet, unless otherwise approved in writing by the ARC.
3. Walls and fences between buildings and fronting streets are discouraged, but when necessary shall require written approval by the ARC before installation may occur.
4. All fences and walls shall be designed as an integrated part of the overall architectural and site design. All materials shall be durable and finished in textures and colors complementary to the overall architectural design scheme.
5. Chain link or similar metal fencing materials are prohibited.

4.3.3 Special Planning Criteria – Areas 2a and 2b

Any future re-development of the retail commercial area (Area 2a) and the tourist commercial area (Area 2b) shall comply with the following criteria:

1. A site development plan (SDP) shall be processed and approved pursuant to Section 21.06 of the CMC prior to any re-development or new development of the property.
2. All of the minimum building and parking lot setbacks, landscape area and other features for any re-development shall be consistent with or greater than the building and parking lot setbacks, landscape area and other features which are presently designed on the existing (Area 2a - The Islands, Area 2b – Residence Inn) site layout.
3. Approved sign programs exist for the existing development on Areas 2a and 2b. Any proposed re-development or expansion of these areas will necessitate the processing and approval of an amendment to the applicable sign program, consistent with the requirements of this chapter.
4. The proposed re-development or development must be found to be compatible with the surrounding industrial and research and development buildings.

4.3.4 Signage Criteria

Signage and graphics are an important unifying design element of the urban environment. The purpose of signage within the CRC is to provide adequate identification of individual developments, buildings and business establishments while maintaining the quality of the area's appearance through appropriate design, location and maintenance.

4.3.4.1 Signage Objectives

Signage in the CRC is intended to provide facility identification and not advertisement for individual occupants, tenants or owners. The objective of the signage guidelines is to ensure that the exterior signs for each facility are compatible with the overall aesthetic integrity of the CRC. Signing needs for Area 1 are different than for Areas 2a and 2b.

Signs within Area 1 are not intended to advertise uses or tenants. This does not preclude some recognition and accommodation of corporate identities through signing. With regard to Area 2a commercial uses, some degree of promoting uses in Area 2a to increase visibility is a necessity for the success of the uses. Nonetheless the signage standards in this specific plan are stricter than those typically allowed in the CRC or other areas of the City. The primary purpose of signing visible from the street system for service/retail uses in CRC is to identify the "place", not the individual services. On-site signing internal to the project shall be oriented to assisting the patron in finding uses within the development.

The overall the objectives of the Sign Design Guidelines are:

1. To insure that the exterior signs for each facility contribute to the aesthetic integrity of the CRC.
2. To provide location and direction assistance to those using the various CRC facilities and activities.
3. To prohibit advertising within the geographic area of the CRC that is not designated for specific commercial or retail use.
4. To promote continuity of sign format and design, and support the comprehensively planned theme of the Center.
5. To prohibit the proliferation of signs which serve to erode the image of the park as a comprehensively designed business environment.
6. To support and promote the land use concept of the park as primarily a premier office and research and development complex with signage appropriate to that end.

4.3.4.2 Architectural Review Committee Decisions

All proposed exterior signs for each facility shall be submitted to the ARC, as part of the Preliminary Plan submittal. Sufficient renderings shall be provided to the ARC to demonstrate size and placement of the proposed signs and preliminary details of sign construction, including materials. All submittal exhibits shall be provided in hardcopy and electronic PDF format as part of the submittal materials. The ARC shall make a determination as to whether the proposed signage is in compliance with this specific plan and with the CRC Design Guidelines. If the ARC decides that the project is in compliance with these documents, this decision shall be forwarded to the City for their concurrence and issuance of a sign permit. It should be noted that in making its decision, in circumstances where a conflict of benefit exists between the applicant or the CRC, it is the ARC's duty to decide in favor of the CRC, rather than the applicant. All signs require approval of the ARC prior to installation of such signs.

4.3.4.3 Multiple Building Development Signage

Multiple Building Development is defined as a project designed with three or more buildings of a similar architectural style located on one or more lots.

Building Identification.

1. Each multiple building development shall be allowed a single ground sign at the street frontage identifying the project. Such signage shall not identify any occupant or tenant and shall be allowed in addition to tenant signage.

2. Such ground sign shall be constructed in compliance with the CRC Design Guidelines.

Tenant Identification.

1. Single tenant buildings shall be allowed either a wall or ground sign.
2. Multiple building developments shall be permitted no more than two wall or ground signs that equal one-half the area permitted for a single tenant building. Both signs must be of similar design and construction and a wall and ground sign may not be mixed.
3. Multiple tenant building signage shall be wall or glass mounted and occupy a position adjacent to the tenant building entrance. The identification sign shall be in CRC project type face. All type face shall be a maximum of six inches in height. Logos shall be a maximum of nine inches in height. Maximum sign area shall not exceed five square feet. All signs within the multiple tenant building shall use the same type face and color. Logos shall be the same color as the type face. Signage shall not be illuminated.
4. Multiple tenant buildings may have a "directory" sign at the primary entrance to the development. The ARC must review and approve the text and location of the directory sign.

4.3.4.4 Single Building Development Signage

Single Building Development is defined as a project designed with one or two buildings on a single lot. Primary traffic access is provided from adjacent public streets.

Building Identification.

No multi-tenant identification is permitted by ground sign.

Tenant Signage.

Single tenant buildings shall be allowed either a wall or ground mounted sign.

4.3.4.5 Planned Unit Development (PUD) Signage

PUD's are defined as development projects approved by the City of Carlsbad under the provisions of the Non-Residential PUD provisions. Generally these developments cluster buildings on property in a manner that does not provide separate individual access for each building to a public street, and rather provides joint access for a number of buildings. The plan may include multiple buildings on one lot with common area devoted to landscaping and parking, or may be designed with "postage stamp" lots combined with a common area lot or lots.

1. All signage request submittals within a PUD project (condominium offices are also included) shall provide a sign program as part of the submittal package. Sign programs are required by the City of Carlsbad as part of the PUD subdivision approval process. This sign program will provide a comprehensive representation of sign number, location, type, material, size, color, font/text and the like. The sign program approved by the City of Carlsbad will be adequate for submittal to the ARC. If no sign program was required by the City of Carlsbad, a sign program will be created for the entire PUD by the applicant or PUD owners association and submitted to the ARC for review and approval prior to any individual sign review or approval by the Committee. Evidence of the sign program's acceptance by all owners, and the owners association shall be required as part of the submittal. If there are instances where existing signs are present in the PUD permitted or otherwise, these signs will be reviewed along with the submitted sign program for conformance. If they are non-conforming they will be brought into conformance prior to issuance of any additional signage within the PUD.
2. Each PUD sign program will be reviewed in light of the objectives identified above. In general signs within a PUD shall be oriented to those entering the grouping of buildings to better direct users to the desired individual location. The signs shall be oriented to the parking area and internal circulation isles of the project, not oriented to identify individual users to those traveling on public streets within the park.

4.3.4.6 Areas 2a and 2b Commercial Area Signage

Signage criteria for Area 2a lots are as follows:

Single lot/user establishments in Area 2a and 2b have developed approved comprehensive sign programs. Thus, applicants for any re-development or expansion of development within Areas 2a and 2b must submit a revision to this sign program for all potential signs including all sign locations and types to the ARC. The ARC is responsible to review and approve (with appeal to the CRC Board of Directors) these sign programs and maintain them as the future standard for desired revisions by owners or tenants.

The following are general sign provisions for Area 2a and 2b:

1. One monument sign per project entrance will be allowed. The sign copy will be limited to identification of the name of the multi-tenant center or if a single user facility, to that user only. A directory may be included in this sign, however, two separate signs, one monument/project name, and an additional directory sign are not allowed.
2. No free standing pole signs are permitted.
3. Wall signs (no roof signs) are permitted at a ratio of 1.5 square feet per lineal foot of building street frontage. Wall signs may not exceed (each) 30 sq. ft.
4. No internally lit or unlit plastic faced "can" signs are permitted.

5. Sign construction and design shall be of a uniform theme for the entire project. The ARC may allow multiple themes at its discretion, depending on the project design, expected users and types of signing necessary.
6. Painted signs on wall surfaces are not permitted.
7. No window signs of any type are permitted, with the exception that identification of the suite number and/or name of proprietor no larger than six inches in height are allowed.

Any signage proposed for Area 3 shall be consistent with the Carlsbad Sign Ordinance (Section 21.41).

4.3.4.7 CRC Entry Monumentation Signage

Formal entry monument signage and landscaping features create visual identification of the project, and establish a hierarchical order within the community. It is the intention of this specific plan to fully install at least four entry statements at the four entries to the CRC. These locations are as follows:

1. The easterly entry to the CRC at the intersection of El Camino Real and Faraday Avenue (primary entry to CRC);
2. The westerly entry to the CRC on Faraday Avenue;
3. The northerly entry to the CRC at the corner of El Camino Real and College Boulevard; and
4. The southerly entry to the CRC at on College Boulevard.

Each of these monument areas will consist of enhanced landscaping and monument signage identifying the CRC. Adequate easement area for each of the entry monument locations must be provided.

4.3.4.8 General Signage Standards Table

The Carlsbad Research Center Owners Association in the interest of consistency has adopted those elements of the City of Carlsbad Sign Ordinance as described on Table 2 below.

The signage standards identified in Table 2 shall be applicable to all Area 1 (office, industrial, and research & development) buildings in the CRC. It is not the intention of this specific plan to adopt the provisions of the City Sign Ordinance in its entirety, but only those elements listed herein. The standards referenced in this section also allow monument and wall signage as described in the table above for projects that are 100% office buildings. These standards also allow monument and wall signage as described in Table 2 for other, non-office buildings, including industrial and R&D buildings, based on the standards identified to determine "Building Size" for signage calculations.

The entire portion of those buildings which is improved for office uses shall be counted in the calculation of "Building Size" for signage calculations. In addition, Fifty percent (50%) of the portion of those buildings which is not improved as office shall be counted in the calculation of "Building Size" for signage calculations. [Example: A 50,000 sq. ft. industrial building with office improvements in 30% of the building would be allowed signage based on: All of the office area ($50,000 \times 30\% = 15,000$); PLUS 50% of the non-office area ($35,000 \times 50\% = 17,500$), for a total of 32,500 sq. ft. ($15,000 + 17,500$)].

The building in this example would be subject to the same signage criteria as a 100% office building with an area of 32,500 sq. ft.

Table 2: General Signage Standards Table

Monument Sign	Must include address		
Maximum number per lot	1 per lot		
Maximum area per sign	50 sq. ft.		
Maximum height of sign	5 ft. above grade ^(A)		
Maximum letter height	18"		
Location	Near Project Entrance		
Building Size *	< 35,000 sq.ft.	35,000 – 60,000 sq.ft.	> 60,000 sq.ft.
Wall Sign(s)			
Maximum number per building	1	1 – 2	1 – 2 – 3
Maximum number per elevation	1	1	2 ^(B)
Maximum area per sign	50 sq.ft.		
Maximum height of sign	Below eave line		
Maximum letter height	24"	36" – 24" ^(C)	36" – 24" – 24" ^(C)
Location	May not be mounted on any architectural projection, parapet, equipment enclosure, or on glass portions of building elevations. ^(D)		
Note: National and State flags are allowed on poles 35 feet in height or less.			
^(A) Differs from 6’ maximum allowed by City Final Ordinance. Monument signs taller than the “old” CRC guidelines/restrictions shall be set back an appropriate distance from the property line, as determined by the ARC/Board of Directors			
^(B) A building elevation must have a minimum frontage of 150 linear feet to have more than one sign per elevation. The minimum spacing between wall signs along an elevation shall not be less than 75 feet. The cumulative length of wall signs on an elevation cannot exceed 1/3 of the length of the same elevation. Building elevations which front or are within 500 feet of the right of way and visible from I-5, Palomar Airport Road or El Camino Real shall not have more than one sign along that elevation. (All as provided by City Final Ordinance).			
^(C) With the additional restriction (over the City Final Ordinance) that no wall sign letters larger than 24” shall be allowed on any building less than 26’ in height, regardless of building area.			
^(D) Differs from City Final Ordinance, in the prohibition against signs on glass portions of building elevations.			

Footnotes to Table 2:

*"Building Size", as defined for the CRC Signage Criteria, means the area of type B Occupancies in a building (per Sections 504, 505 & 506 of the UBC) which typically have the following improvements and amenities characteristic of office use:

1. Dropped ceilings
2. Office system furnishings
3. Flooring systems of carpet, tile or vinyl
4. An HVAC system that provides heating and cooling

4.3.4.9 Specific Standards for Ground Signs

The following standards shall apply to all ground signs within Area 1:

1. Sign height shall not exceed five feet above grade in height, and 10 feet in length.
2. All signs shall be a minimum of eight inches in depth.
3. Total sign area shall not exceed 50 square feet. Such measurement shall include the entire area of the sign face and border.
4. Logo/logotype may be used together or separately on the sign. When logo and logotype are used together or separately, neither shall exceed eighteen inches in height (measured capital height).
5. No ground sign shall be located within 100 feet of another ground sign.
6. Signs are limited to occupant or tenant or project identification only.
7. Ground signs can be single or double face and will be parallel or perpendicular to the building. Both sides of the signs if double faced shall have the same copy.
8. The combination of logo/logotype area shall not exceed one third of the total sign area. The area of the logo/logotype shall be measured by a rectangle around the outside of the logo/logotype.
9. Ground signs three feet in height or greater shall observe the identified building setbacks. Signs three feet or lower in height may be located within a setback area but in no event shall they be closer than twenty feet to the closest curb.

4.3.4.10 Specific Standards Wall Signs

The following specific standards shall apply to all wall signs within Area 1:

1. No portion of a wall sign shall extend higher than seven feet from the ground at the sign location.
2. Total sign area shall not exceed 50 square feet. Letter and logo height used together or separately shall not exceed 24 or 36 inches in height depending on

building size and the number of signs. The area of the wall sign shall be measured by a rectangle around the outside of the logo and/or logotype.

3. Signs shall be restricted to occupant or tenant identifications only.
4. Logo/logotype may be used together or separately on the sign. When logo and logotype are used together or separately neither shall exceed 18 inches (measured capital height) in height. Such letter size shall be subject to the review and approval of the ARC.

4.3.4.11 General Standards Signage Construction

The following standards apply to all construction signs:

1. Public service devices such as clocks and temperature indicators shall be devoid of advertising and require specific approval of the ARC.
2. All signs other than tenant identification shall be Helvetica font type. Tenant identification signage shall be allowed to utilize tenant's logotype. If such logotype does not exist Helvetica shall be utilized.
3. Signs, if illuminated, shall be internally or externally illuminated but no signs or any other contrivance shall be devised or constructed so as to rotate, gyrate, blink, move or appear to move in any fashion.
4. Wall signs shall not be designed as illuminated sign cabinets.
5. Sign construction and design shall be of a uniform theme for the entire building or multiple building development with logo and letter type to be removed and replaced without alteration of sign size and design.
6. Sign material should be concrete, aluminum, glass or other materials matching or complimenting the building's exterior appearance.
7. The following sign types are prohibited:
 - a. Painted lettering, signs employing luminous paint, painted paper or cardboard signs, stickers or decals hung around or behind glass. (Vinyl die-cut letters are acceptable on glass, plastic, or metal surfaces for multiple tenant identification upon approval by the ARC).
 - b. Advertising placards, pennants, names, insignias, trademarks, or descriptive materials within four feet of the inside of the glass panes and windows/doors and supports, or upon the exterior walls of building or storefront.
 - c. No signs of any sort on building roofs.
 - d. Political posters, displays, campaign signs, etc.

- e. Typical (can or box) backlit signs with entire face areas in plastic.
- f. Pole signs, banners and balloons
- g. Product types or advertising on project, building or tenant identification signs.
- h. Political election signs are prohibited on private property, and are only allowed within the public right-of-way consistent with City of Carlsbad ordinances regarding such signs.

4.3.4.12 Building Address and Suite Identification

The following standards apply to all building addresses and suite identification:

- 1. Street names shall not be utilized as part of the signage.
- 2. Numbers shall be Helvetica and shall be no greater than twelve inches in height.

4.3.4.13 Temporary Signs

In addition to the previously described permanent ground and wall signs, this specific plan recognizes the ongoing need for temporary signs relating to leasing/sale of the site and construction of buildings and improvements on-site. The following subsections provide specific standards for design of temporary leasing and construction signs. Any other types of temporary signs are not permitted in the CRC without prior review by the ARC.

4.3.4.14 For-Sale and Leasing Information Signs

Signs relating to property for sale or lease are allowed in both Areas 1 and 2a and 2b. These signs will be limited to ground signs only, and must conform to the standards below. Any construction-related information, including consultant/contractor identification shall be included on the For Sale and/or Leasing signs.

Area 1

- 1. One sign is allowed for each lot per public street frontage of more than 50 feet. For example a lot with two public street frontages of more than 50 feet will be allowed two signs. These signs will be located so as not to interfere with vehicular sight distances or in-place directional signage.
- 2. Each sign shall not exceed twenty square feet in area excluding base. The sign(s) may be double faced.
- 3. In the case of multiple tenant buildings or PUD's, individual signs may contain information showing space or spaces available, broker/seller and contact information pursuant to standards established by these guidelines.
- 4. Only the space(s) available on the lot shall be represented on the sign(s). If multiple signs are permitted (due to street frontage) the permitted signs may contain different information in order to accommodate multiple spaces available.

5. The ARC may consider increasing the size of a sign to accommodate multiple spaces available under special circumstances by request of the seller/broker.

Area 2a and 2b

1. One sign is allowed for each public street frontage of more than 50 feet. These signs will be located so as not to interfere with vehicular sight distances or in-place directional signage.
2. Each sign shall not exceed twenty square feet in area excluding base. The sign(s) may be double faced.
3. Multiple available spaces may be shown on the sign with respective seller/broker information.
4. If for-sale/lease signs require multiple listings on the sign, the sign location and content shall be reviewed and approved by the ARC prior to installation. The ARC will review for conformance to these guidelines and location.

Planned Unit Developments (PUD's)

1. Applications for signage will be reviewed in light of the approved PUD sign program. If no sign program is in place only one sign will be allowed consistent with the single sign guidelines.
2. If no sign program exists and additional sign provisions are requested a sign program for the PUD will be created by the PUD association and submitted to the ARC for review and approval prior to review of these additional provisions.

4.3.4.15 Real Estate Leasing Signs

Each property is allowed one sign not to exceed 20 square feet in area (excluding base) denoting the leasing agent for the property. The design requirements are listed below.

1. The face and base of the leasing sign shall be one-half inch (1/2") MDO plywood. The posts shall be four inches by four inches (4" x 4") with twenty-four inch (24") dirt packed footing. Two-by-fours (2" x 4") shall be attached to the edges of the construction sign to give depth.
2. The leasing sign shall be finished in an exterior type base prime coat with high gloss industrial enamel finish.
3. The sign shall be painted as follows (See Exhibit B3) : Face of sign – SW 7036 and SW 7038, as specified; base of sign, sign back and posts – SW 7020 PMS 443c. All copy shall be white, die-cut vinyl lettering. The type sizes and type styles shall be as specified the approved Design Guidelines.
4. Logos for leasing agents, shall be placed as shown in the Design Guidelines. Logos placed in alternate location No. 1 identified in the Design Guidelines shall not exceed five inches by fourteen inches (5" x 14"). Logos placed in alternate location No. 2 shall not exceed three inches (3") in height.

5. All leasing signs shall be four feet high by five feet wide by four inches deep. Sign base shall be two feet high by four feet wide by four inches deep.
6. Manufacturing, lettering, installation, maintenance and removal of leasing sign shall be paid for by the leasing agent or property owner.
7. No electrical, audible or banner type signs will be permitted on the property.
8. Any proposed signage not in conformance with the sign criteria set forth herein must receive prior written approval from the ARC, as described in Article 1.0 (Approvals and Submittals) of the Design Guidelines.

4.3.4.16 Construction Signs

Construction signage is allowed as indicated below.

1. Individual names of services shall be of white vinyl, die-cut letters. Some alternative layouts may be allowed in the Design Guidelines.
2. Spacing and colors of all construction signs shall be in conformance with the requirements of the Design Guidelines.
3. All signs shall be constructed of the materials specified, and conform to the dimensions and ground clearance specified in the Design Guidelines.
6. Property owner shall be allowed one sign per lot.
7. No electrical, audible or banner-type signs will be allowed.

4.3.5 Lighting Standards

Lighting within the CRC shall be used to contribute to the safe, secure and efficient use of each development site. Exterior building lighting is intended to compliment and accent the architecture and site design. It is the intention of this specific plan to require uniform parking lot lighting fixtures and consistent illumination levels throughout CRC. The lighting design should control illumination levels and prevent casting of glare on adjacent properties and streets. These standards are intended to promote conformance with energy saving design criteria.

4.3.5.1 Building Illumination

1. All lighting potentially visible from an adjacent street except lighting less than forty-two inches (42") high, shall be indirect or shall incorporate full cut off shield type fixtures.
2. Parking areas, access drives, and internal vehicular circulation area lighting fixtures shall be a zero cutoff. Parking lot illumination level shall achieve a uniformity ratio of 3 to 1 (average to minimum) with a maintained average of 1 foot candle and a minimum of .3 foot candle.

3. Service area lighting shall be contained within the service yard boundaries and enclosure walls. No light spillover should occur outside the service area. The light source should not be visible from the street.
4. Building illumination and architectural lighting shall be indirect in character. (No light source visible.) Indirect wall lighting or “wall washing” overhead down lighting, or interior illumination which spills outside is encouraged. Architectural lighting should articulate and animate the particular building design as well as provide the required functional lighting for safety and clarity of pedestrian movement.

4.3.5.2 Parking Areas

Lighting within parking areas should be illuminated by post-mounted luminaries with mounting heights of 10 to 12 feet.

4.3.5.3 Secondary Areas

Pedestrian walk lighting is divided into two types of areas.

Primary areas. Outdoor pedestrian use areas such as courtyard, entry way, etc. Pedestrian area lighting should achieve a uniformity ratio of 3.5 to 1 average to minimum, with an average illumination of .60 foot candles and a minimum of .18 foot candles.

Secondary areas. Walk lighting where point to point lighting is acceptable with no specific illumination levels required. The main emphasis in these areas should be to clearly identify the pedestrian walkway and direction of travel.

5 DEVELOPMENT REVIEW PROCESS

This specific plan represents the framework of development planning for the ongoing development and re-development of the CRC. Its implementation requires the review and approval of both the representatives of the CRC Owner's Association, and the City of Carlsbad. This section sets forth the procedures required in order to achieve approval of a site development plan for a lot or lots in the park.

The design review process provides the owners, occupants and tenants of the CRC with a mechanism to assure that future development is compatible with the look and function of the CRC, and that renovation of existing facilities does not detract from the overall visual impression of CRC. The ARC, and ultimately the CRC Owner's Association Board of Directors shall review plans for new construction and renovation of existing facilities and to ensure that the proposed building and landscape designs comply with this specific plan, complement the existing development in the area, and meet the Design Guidelines.

5.1 Development Plan Approval Process

Any application for development, including building permits or grading permits within the CRC shall require review and approval by both the City of Carlsbad (initiated through the Carlsbad Planning Department) and by the Owner's Association (initiated through the ARC).

5.1.1 City Approval Process

The Director of Community Development shall enforce the provisions of this specific plan and all applicable codes of the City of Carlsbad, including but not limited to building, mechanical, fire and electrical codes, and codes related to drainage, wastewater, public utilities, subdivisions, and grading. In addition, the Director of Community Development shall have the responsibility to ensure that the applicable codes of all governmental agencies and jurisdictions are being met prior to the issuance of any permit or approval requested pursuant to this plan.

All development within Area 1 of the CRC shall be subject to the issuance of a building permit from the City of Carlsbad. Such building permit shall be issued only upon determination that such plan design is in conformance with this specific plan, and also that the project's physical design, siting, interior vehicular access and pedestrian access is functional and complies with all other applicable City ordinances and policies. Proposed development and/or re-development within Areas 2a and 2b shall require the processing and approval of a site development plan (SDP) from the City of Carlsbad, prior to the issuance of building permits.

5.1.2 Owner's Association Approval Process

All development proposed within the CRC shall also be approved by the CRC. Pursuant to requirements of this specific plan and the CC&R's, the CRC Board of Directors appoints ARC representatives who review all applications and plans for development. The ARC review process includes an assessment of compliance with the regulations stipulated in this specific plan, the requirements of the CC&R's, and the adopted Design Guidelines. The primary objective of the ARC is to perpetuate the CRC as a high value, premier business park.

5.1.2.2 Conflict Review/Resolution

In the event that the applicant disagrees with a decision by the ARC, they may appeal the decision to the Owner's Association Board of Directors of the CRC in writing, by certified mail, addressed to Carlsbad Research Center within ten (10) days from the date of the applicant's receipt of returned documents. Upon completion of a hearing by the applicant's point of view on the project, the Board of Directors will address the issue within 30 days, and provide a determination in writing to the application.

5.1.2.3 Land Use Change Recordkeeping

It is anticipated that during the period of development and re-development of the CRC Specific Plan, certain revisions to the specific plan may be requested. Such revision requests will be applied for and processed with the City of Carlsbad Planning Department. The City of Carlsbad shall request input from the CRC Owner's Association regarding the merits of the revision request prior to making a decision on the specific plan amendment. The Owner's Association will keep a written record of all amendments to the specific plan, CC&R's and Design Guidelines.

5.2 Specific Plan Amendments

The procedures to amend this specific plan shall be by ordinance or resolution as specified by State of California Govt Code 65456. Any amendment to the specific plan shall occur in accordance with the process described in this section. These amendments, should they occur, are divided into three categories.

1. **Minor Specific Plan Amendment.** A specific plan amendment request shall be determined to be minor if the amendment does not substantially change the boundaries of the CRC or involve an addition of a new use or group of uses not shown in this specific plan or the rearrangement of uses within the specific plan.
2. **Major Specific Plan Amendment.** All other specific plan amendments shall be determined to be major. Major specific plan amendments shall be approved through a public hearing before the Planning Commission and City Council pursuant to the Carlsbad Zoning Ordinance. The applicant shall be required to submit a completed application with graphics, statements, or other information as may be required to support the proposed amendment.

A log of specific plan amendments shall be kept in Table 3 below.

Table 3: Specific Plan Amendment Log

Amendment No.	Date	Amendment Description